The Signalman's

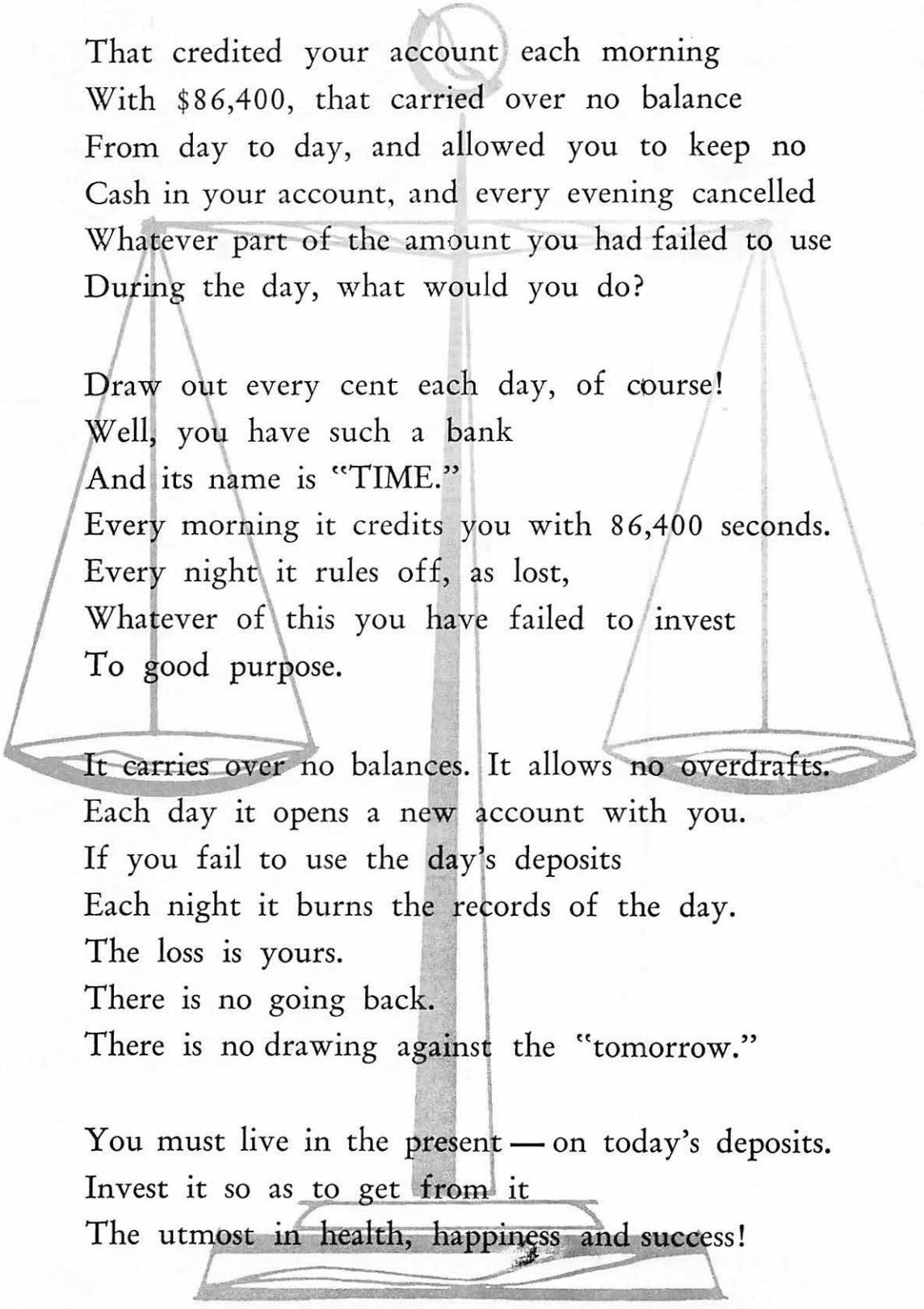
SEPTEMBER, 1971

JOURNAL

President Chamberlain's Message

Will the Railway Labor Act Survive?

If You Had A Bank . . .



That credited your account each morning
With $86,400, that carried over no balance
From day to day, and allowed you to keep no
Cash in your account, and every evening cancelled
Whatever part of the amount you had failed to use
During the day, what would you do?

Draw out every cent each day, of course!
Well, you have such a bank
And its name is "TIME."
Every morning it credits you with 86,400 seconds.
Every night it rules off, as lost,
Whatever of this you have failed to invest
To good purpose.

It carries over no balances. It allows no overdrafts.
Each day it opens a new account with you.
If you fail to use the day's deposits
Each night it burns the records of the day.
The loss is yours.
There is no going back.
There is no drawing against the "tomorrow."

You must live in the present — on today's deposits.
Invest it so as to get from it
The utmost in health, happiness and success!

— author unknown

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JOURNAL COVER PHOTO

The West Side & Cherry Valley Railway's historic narrow gage line in Tuolumne, California provides the Journal cover photo. The road owned by the Pickering Lumber Corporation runs only in summer.

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A Message From President C.J. Chamberlain

OF PRIMARY CONCERN TO our members at this time is the status of our wage and fringe benefit negotiations.

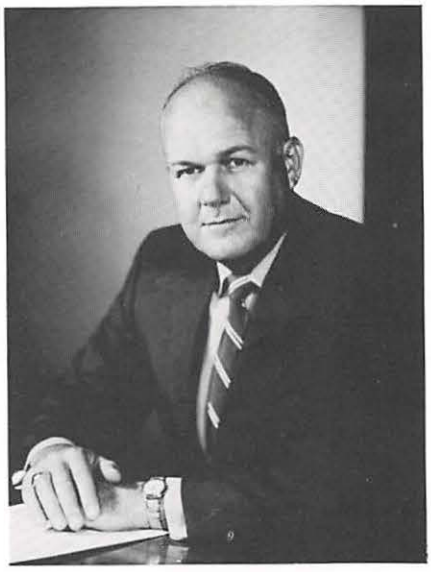
The facts are that negotiations with the National Railway Labor Conference since May 18, 1971, the date our strike was terminated by Congress, have been limited. We have met with the carriers and the Chairman of the National Mediation Board, Mr. George Ives, on three occasions since that date. The results of the meetings were nil, and while we were scheduled to meet on three different occasions in July, the meetings were cancelled by Chairman Ives because of the United Transportation Union strike crisis. Since that strike has now been terminated, we anticipated that negotiations would resume promptly. Once again the delays we have encountered can be attributed solely to the carriers, as our committee has been ready and available to meet at any time since May 18.

The October 1, 1971 date is fast approaching, and we hope that a satisfactory, voluntary agreement can be reached before that date, however, if not, I can assure you that the Grand Executive Council will at that time consider the situation very carefully and determine the appropriate action to take.

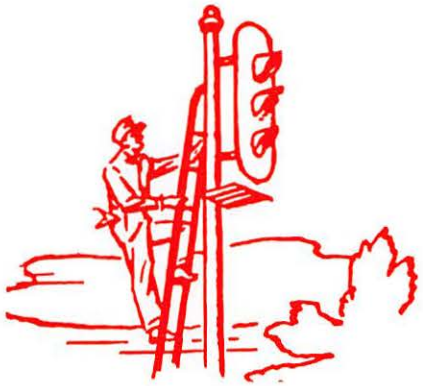
At this point, based on the experiences we have encountered since May 18, 1971, with many carriers delaying payment of the less than 13½ percent interim wage increases included in the Congressional resolution; also the substantial number of signal employes who have been laid off in what we suspect is retaliation for our strike, we will have no problem in picking strike targets should we determine to use the selective strike technique.

Several railroads are vying for the top spot with their just plain belligerent, inconsiderate attitude toward our members in their refusal to recognize legitimate claims and grievances, and to take necessary steps to see that they are satisfactorily disposed of and/or conditions corrected.

In all of our years of experience with the railroad industry, labor-management relations on many railroads has never been so bad. For the



most part this can be attributed to the top railroad negotiators' complete lack of practical knowledge and understanding of the complex and varied duties and responsibilities of their signal and communication employes. While it is understandable that only a practical Signalman can truly understand the many complexities and intricacies of signal work and the conditions under which they must be performed, it seems to me that a primary requisite for management negotiators would be that they have some idea of the duties and responsibilities of the craft of employes they are dealing with in labor relations matters. A little practical knowledge along those lines would do much to give them a better understanding of what we are talking about when they consider the content of our wage and fringe benefit notices that are peculiar to the signaling craft. To our knowledge there is not a labor negotiator on the management side within the National Railway Labor Conference structure that has practical signal experience. Yet to listen to some of those individuals you would think that they had come up through the ranks and had experienced it all.



At one point in our negotiations in Washington, just prior to the strike, I suggested that the negotiations be moved to any set of camp cars and the respective members of both committees be confined to such quarters with food and lodging furnished in the kingly fashion that is common on most railroads. The offer fell on deaf ears and we received no response, however, I am confident that confinement to camp car housing with all the fine privileges and accommodations that are customarily furnished by the railroads to their signal and communication construction forces, would have been quite an experience to NRLC negotiators and perhaps an agreement would have been forthcoming much sooner; particularly if we had been lucky enough to encounter some inclement weather conditions which are always conducive to making camp car housing more desirable.

The less than harmonious relations that exist today between the NRLC and our negotiating committee do not present a favorable or congenial atmosphere in which to resume bargaining. It is extremely difficult and almost impossible to reach a voluntary agreement with people, or individuals who for some reason, do not know the meaning of the term collective bargaining. They only know how to say "No" and rely solely on the strong arm of government to bail them out of one crisis after another.

The events that have taken place in Washington, D.C. since President Nixon dropped his wage-price freeze bombshell on August 15, have further compounded the confusion and delays that have surrounded our limited negotiations with the carriers.

We have advised administration officials that renewed negotiations must produce a satisfactory agreement before October 1, 1971, or ac-

tion will be taken by our Grand Executive Council to use our economic strength in one form or another to obtain a satisfactory settlement.

Our members are fed up to the hilt with the discrimination against them and their families, and if anyone thinks for one moment that we will settle our dispute for anything less than an agreement which will correct some of the gross inequities that exist in the wages and working and living conditions of signal employes, they are wrong because we are not about to let up our efforts; in fact, because of President Nixon's action, it can be said without fear of contradiction that our efforts will be doubled.

We have been advised by Chairman George Ives that negotiations will resume in Washington, D.C. on September 7, 1971. Our committee will be present and will pursue the negotiations as vigorously as possible and with the sincere, fervent desire to obtain a satisfactory, voluntary agreement.

In the meantime, each of you is requested to write President Nixon, your Senators and Congressmen, and let them know in no uncertain terms that you are vehemently opposed to the discriminatory action against the members of the Brotherhood of Railroad Signalmen and the entire labor movement by the imposition of the wage-price freeze.

Once again the little man is called upon to make the sacrifice and it is time for each of us to speak out and let proper administration officials know that we have no intention of being the sacrificial lambs for the shortsighted, inequitable, discriminatory economic policies of the administration against the railroad worker and the labor movement as a group. Oh yes, it might be well to remind them that we have not forgotten that previously granted substantial increases for the President, Senators and Congressmen were not affected by this wage freeze.

The Union Label

. . . Union Made Means American Trade

N&W Establish Position To Cover ACI Work

ON JUNE 1, 1971 GENERAL CHAIRMEN V. J. SARTINI AND B. V. Clyburn, assisted by Vice President T. H. Gregg, signed a Memorandum Agreement they had negotiated establishing a classification of Signal Electronic Specialist.

The agreement requires applicants for the new positions be signal employes on the Norfolk & Western, Atlantic and Pocahontas Regions. Applicants also must have at least a 2nd Class FCC license or equivalent knowledge in electronic theory. They may be required to pass a test mutually agreed to between the company and the general chairmen.

Based on the results of such tests, determination will be made by the company as to whether the applicants are qualified for the position or for training and assignment will be made in accordance with Rule 39 of the agreement.

The duties of the position call for the installation, inspection, testing, adjusting and maintenance of Automatic Car Identification Systems and assisting other signal maintainers in the computer room of classification yards.

The agreement requires that test, if given, shall be during regular working hours on assigned work day without loss of time. If the employe is required to leave his home station to take a test, he will be reimbursed for actual necessary expenses. Payment for time spent traveling and waiting outside regular working hours to and from the location of the test will not be allowed.

The signal electronic specialist position will be paid a monthly rate of $998.54 based on paragraphs 2, 3 and 4 of the N&W agreement.

Signal electronic specialists under this agreement, shall not be used on work not covered by their regular assignment, except in emergencies. In addition to their monthly rate, these positions will pay one and one-half times their pro-rata hourly rate on a call basis, for any work not covered by their regular assignment that is performed outside of their assigned work period.

When the signal electronic specialists are away from their assigned home stations, cities or towns, on company business, they will be allowed their actual necessary expenses for meals and lodging if meals and lodging are not provided by the company.

FRA Eyes Employe Tests

ANYONE LOOKING FOR work on one of the nation's railroads may soon have to pass physical, mental and job evaluation tests before he can get a job. The Federal Railroad Administration (FRA) is planning to draft a set of employe qualifications, it was reported recently.

Carl V. Lyon, acting FRA administrator, reports that planning for such standards has just begun. The FRA has not decided, for example, whether employe qualifications should apply to all employes or just to new workers.

Authority to establish standards in all areas of railroad operations was voted to the FRA last year by Congress. The provisions are part of the Federal Railroad Safety Act, signed into law last October 16.

While the Railroad Administration claims to have no timetable for its employe standards, the carriers are wasting no time in expressing their views.

The Association of American Railroads has just sent to Transportation Secretary John Volpe its "Recommended Employe Qualifications." Among other things, the railroads want their company doctors to decide any employe's fitness to work.

The carriers want the power to "certify" all employes as a condition of employment. They want to force each employe to "pass a written examination given by his employer covering the duties and responsibilities incident to his occupation."

And, the carriers want the right to review and renew each employe's job certification "at least once every three years."

For its part, the FRA says that standards will only be adopted after consultation with both labor and industry representatives.

The Railway Labor Executives' Association discussed the subject at its meeting on August 6 at Chicago.

Will The Railway Labor Act Survive?

FOLLOWING THE SIGNALmen's strike on May 18 and 19 many bills were introduced in both the House and Senate proposing amendments to the Railway Labor Act.

Senator Harrison Williams of New Jersey, chairman of the Labor and Public Welfare Committee in the Senate and Representative Harley Staggers of West Virginia, chairman of the Interstate and Foreign Commerce Committee in the House, stated their committees would hold hearings on permanent legislation to end nationwide railroad strikes.

Mr. Staggers warned the House in May that it would be very difficult for that committee to propose legislation that would be agreeable to the majority of the House. He stated it would take months and months of hearings.

Senator Williams noted the Labor and Welfare Committee would conduct hearings on resolutions to amend the Railway Labor Act.

Since that date in May six different proposals have been introduced and hearings in both committees are now under way.

The Nixon Administration is pressing for action on its proposal labelled the "Emergency Public Transportation Act," which would virtually repeal the Railway Labor Act and add new sections to the Taft-Hartley Act that would apply to the five transportation linked industries: rail, airlines, longshoring, maritime and trucking.

This anti-strike legislation dealing with so-called emergency disputes in the transportation industry was strongly denounced by the Signalmen. The Railway Labor Executives' Association and the AFL-CIO Executive Council declared its flat opposition to compulsory arbitration.

The Administration's proposed bill, which failed to pass in the 91st Congress, would add three new legal devices to the 80-day no-strike injunctions now provided by Taft-Hartley:

- An additional 30 day injunction,
- An authorization of partial operation,
- A new variation of compulsory arbitration called "Final Offer Selection" under which the union and employer would each make a final offer, and an arbitration panel would choose one or the other without change or modification.

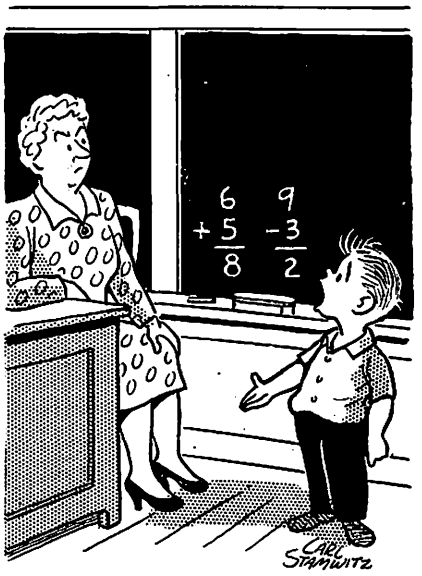
The 80-day no-strike injunction which already applies to longshore, maritime and trucking disputes, could also be invoked for railroads and airlines.

Secretary of Labor, James D. Hodgson, recently noted conferences are being held with such titles as "Can Collective Bargaining Survive?" Mr. Hodgson said he suspected it can. Yet there is no doubt that, like most of our other institutions, it is undergoing attack.

Mr. Hodgson said the Administration has worked for "innovative solutions," and has proposed such a solution for settling emergency disputes in transportation.

Further, the Administration is trying to strengthen and improve collective bargaining while at the same time bringing it into line with economic reality and public policy. Also, they were interested in keeping it strong and healthy. To do this, he said, we must accept change.

There is no question in the minds of labor that the Administration's "Emergency Public Interest Protection Act" is a change. We only fail to see where it will strengthen and improve collective bargaining in the transportation industry.



"So why can't I become president?..My Pop says that the president has the wrong answers sometimes, too!"

In testimony before the subcommittee on labor of the Senate Labor and Public Welfare Committee, Secretary Hodgson stressed the need for passage of the Administration's proposed bill.

Citing problems under the Railway Labor Act and the Taft-Hartley Act in dealing with emergency work stoppages in the transportation industry, Secretary Hodgson said: "What is needed are procedures that will serve to provide an incentive for real voluntary negotiations—and to assist the parties in resolving their disputes rather than serving as a steppingstone for further governmental intervention."

The bill has two aims: first, to protect the national health and safety "against damaging widespread stoppages" and, second, to encourage collective bargaining free from government interference.

The Secretary noted, once the President concludes that the national health and safety is threatened, he would have the authority, subject to Congressional veto, to choose any one of the options after the 80-day cooling-off period provided by Taft-Hartley.

Under option one, the President could order an additional 30-day cooling off period in which no strike or lockout would be permitted.

Under option two, the President could appoint a board to determine whether partial or selective operation of the troubled industry could be implemented. The board would, through a hearing, determine the limit of partial operation, which could last no more than 180 days.

The third option authorizes the President to select a procedure providing for the empaneling of a "final-offer" selection board. The Secretary said this would have the effect of forcing the positions of the parties closer together, since it "requires a selection without modification, of the most reasonable offer of a party."

The AFL-CIO Executive Council in a statement said, "We do not support any proposal for compulsory arbitration of contract terms in private industry. It is a violation of the basic principles of democracy to compel employes in private industry to work on terms which are

imposed on them by the government."

The council charged that the so-called nationwide rail crisis in recent years are "solely attributable to the fact that the carriers have succeeded in blocking—through the courts—every attempt at a selective or partial strike, thus transforming every impasse into a nationwide strike or lockout."

"They have done this obviously and deliberately to provoke Congressional intervention," the statement said.

The soundest solution, the council said, "is to revise the Railway Labor Act to make it clear that unions have the legal right to strike a particular carrier or carriers; and that the railroads have no right to transform these limited disputes into nationwide strikes or lockouts."

The council added, however, that it favors allowing the government to require limited operation of struck lines to insure the continued movement of passenger trains and essential commodities. It expressed support for legislation along these lines introduced by Sen. Harrison A. Williams (D-N.J.) and Rep. Harley O. Staggers (D-W.Va.).

The council's statement noted that "the labor relations of rail carriers and airlines have, since 1926, been regulated by special legislation applicable only to those industries, and never by the 'Labor Management Act.'"

The two industries it said still require legislation tailored to their specific needs and "while we agree that revisions are needed in the Railway Labor Act, we flatly oppose compulsory arbitration of contract terms, no matter how novel the disguise."

If railroad workers are denied the right to strike, then Congress should move immediately to nationalize the country's railroads, the council continued, declaring: "We believe that if the railroad workers are nationalized then the companies must be nationalized."

The council said it could see no justification for imposing special emergency procedures on the maritime, longshore and trucking industries.

"Certainly no maritime strike would warrant even the invocation of the present Taft-Hartley provisions. The inclusion of the longshoring industry for special treatment is likewise curious, inasmuch as a study sponsored by former (Labor) Sec. Shultz concluded that there has been 'minimal' economic damage from past longshore strikes."

The council said it was "at a complete loss" as to why the Administration proposes to subject trucking labor relations to special coercive procedures since "no Administration has ever found it necessary even to seek an 80-day Taft-Hartley injunction in the industry."

The Brotherhood of Railroad Signalmen is opposed to any legislation that would invoke "compulsion" or "final and binding arbitration" as a way to settle a dispute.

The Nixon bill contains many restrictive features and would virtually eliminate the Railway Labor Act and shift jurisdiction to the Taft-Hartley Act.

The Carriers Negotiating Committee, the National Railway Labor Conference, have submitted a version that goes beyond the Nixon plan in some areas. Their plan would apply to any dispute on the railroads or airlines, not only a national "emergency" dispute. This in effect prohibits strikes and invokes compulsion in a dispute involving just a single carrier.

Other legislative changes that the carriers are seeking at this time are:

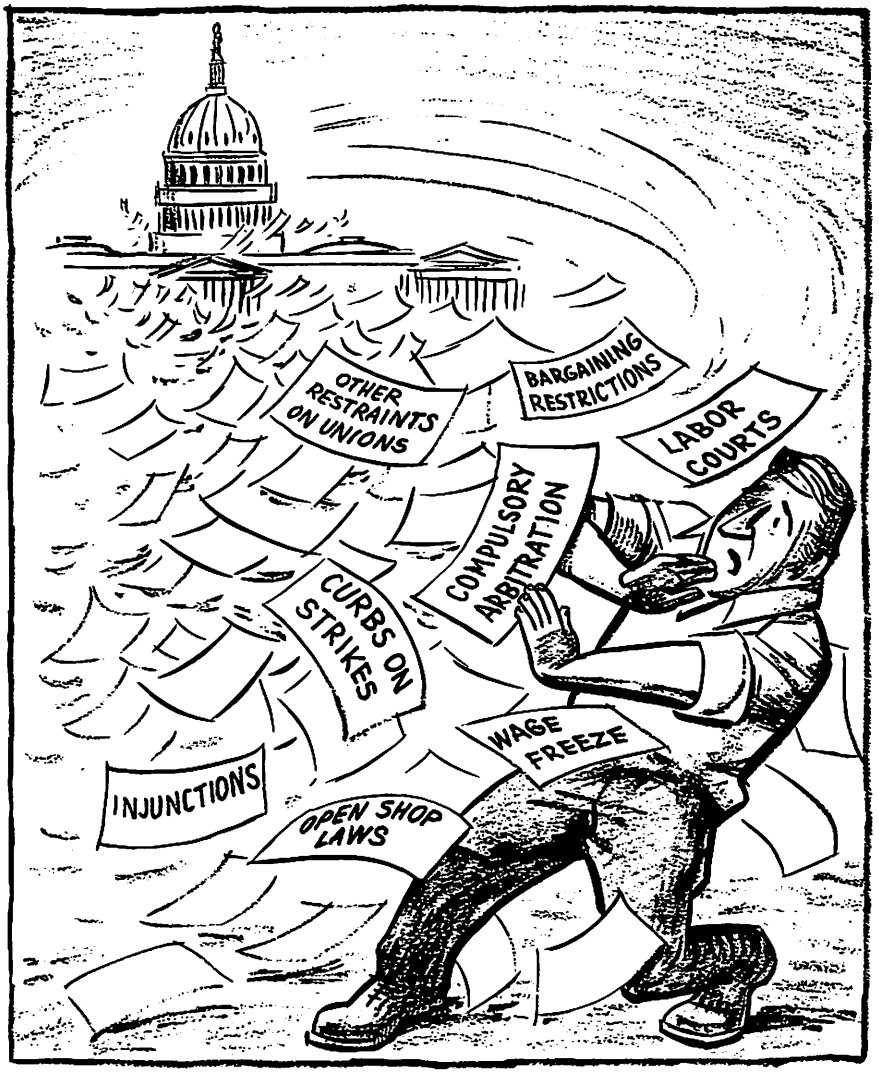
To abolish the National Railroad Adjustment Board.

Agreements reached by negotiators for unions and management would be final, eliminating ratification by members or general chairmen.

To bar payment of unemployment benefits to strikers or those refusing to cross picket lines.

The Signalmen are pressing for a plan sponsored in the House by Representative Bob Eckhardt of Texas and introduced in the Senate by Senator Harrison Williams of New Jersey.

The Eckhardt-Williams bill would allow rail unions the right to stage selective strikes and bars the railroads from a retaliatory nationwide lockout.



Office of the

SECRETARY-TREASURER

Rail Retirement Annuities Increased 10 Percent

A BILL PROVIDING 10 PERcent increases in regular railroad retirement annuities has been signed into law by President Nixon. The following questions and answers, which explain the provisions of this legislation, will be of particular interest to retirees and to employes approaching retirement age.

1. *Are the 1971 railroad retirement increases retroactive?*

Yes. Just like the 1971 increases in social security benefits, the increases in railroad retirement annuities are retroactive to January 1, 1971. Annuitants will receive the increased monthly amounts for all earlier months in the year for which they are due.

2. *In past years those annuitants who also received social security benefits did not receive the full percentage increases in their railroad retirement annuities. Is this true of the 1971 increases?*

No. This year the annuities of those who receive both railroad retirement and social security benefits will be increased by the full 10 percent, without offsets for the corresponding increases in their social security benefits.

3 *Why were some railroad retirement beneficiaries given increases in their annuities from the Board earlier this year?*

Many railroad annuitants, mostly widows and surviving children, were entitled to increases when social security benefits were raised by 10 percent earlier this year. This is because their annuities are computed under a special minimum provision of the railroad retirement law which is applied if it produces higher benefits than the regular formula. Under this provision annuities are at least 10 percent more than social security benefits would be based on the same earnings record.

The law also provides that the maximum annuity payable to the wife of a retired railroader is to be 10 percent more than the largest amount a wife could receive under social security. Consequently, as a result of the 1971 social security legislation, this maximum is increased from $138.00 to $151.70 in 1971 and 1972, to $157.00 in 1973, and to $162.50 in 1974 and later years.

4. *Will everyone not being paid under the special minimum provision get a 10-percent increase?*

Every family being paid under the regular formula will receive an increase of at least 10 percent with the exception of wives whose annuities were increased up to the new wife's maximum as a result of the 1971 social security legislation. Some wives will get an increase of less than 10 percent. Others will get no increase if they are already receiving the maximum.

5. *The 1970 railroad retirement increases were provided on a temporary basis. Are these 1971 increases also on a temporary basis?*

Yes. Although the railroad retirement increases paid under the special guaranty and wife's maximum provisions are permanent, the increases under standard formulas provided by the 1970 and 1971 amendments, are payable only through June 30, 1973.

6. *What is being done to make these temporary increases permanent?*

The special study commission created by the 1970 amendments will recommend legislation to Congress covering this and other matters by June 30, 1972. This commission, which is made up of representatives of labor, management, and the public, is now making a thorough study of the railroad retirement system and its financing to determine what changes are needed to maintain adequate levels of benefits in the future on a sound financial basis. It will then be up to Congress to take whatever action is necessary.

7. *Are railroad retirement taxes being increased?*

Amendments to the Social Security Act provide for an increase on January 1, 1972, in the amount of earnings subject to tax. Since taxable earnings for railroad retirement and social security purposes are coordinated, the amount of railroad retirement earnings subject to tax will increase from $650 a month to $750 a month beginning January 1, 1972. Those whose earnings are not above $650 a month in 1972 will not have to pay higher taxes in that year since the tax rate is not changed. However, the legislation did provide for somewhat higher rates after 1975.

8. *How soon can these increases be paid?*

For the majority of annuitants, the Board plans for the checks dated September 1, 1971 to include the higher annuity rates for the month of August, together with the retroactive increases for all earlier months in the year for which they are due.

9. *Did the 1971 amendments provide for any changes affecting supplemental annuities?*

No. The provisions for supplemental annuities are still the same. Employes are reminded again that they must stop railroad work by their "closing dates" to qualify for these annuities.

Your Fair Share Shows You Care

THE ✓ UNITED WAY

Selective Strikes Can Work in the Railroad Industry

THE SETTLEMENT OF THE UTU selective strike without Congress intervention proves collective bargaining will work in the railroad industry.

When the Supreme Court let stand a lower court decision that unions may call strikes selectively against a few railroads to bring pressure for a nation-wide agreement, a monumental victory for all railroad labor was won.

The dispute over the right to call a strike on any basis less than nation-wide grew out of recommendations made last November by a presidential fact-finding panel that suggested UTU work rule changes.

The UTU served notice March 8 of its intent to withdraw from service its members on the Seaboard Coast Line and Burlington Northern railroads.

The Carriers obtained a restraining order from Judge John H. Pratt of the U.S. District Court for the District of Columbia on March 10 and the UTU appealed.

A three-judge panel of the D. C. Court of Appeals, reversing Judge Pratt, ruled that the union has a legal right to conduct a selective strike in pursuit of a national agreement, provided it acts in good faith and gives at least two weeks' notice to the railroads it singles out. The appeals judges ordered the case back to the District Court for such further proceedings as may become appropriate.

Appeals Judges Harold Leventhal, J. Skelly Wright, and Malcolm R. Wilkey, ruled that, "when collective bargaining on a national handling basis has come to an empasse and all procedures of the law have been exhausted, it is not unlawful for a union to call a strike."

The court decision also gave the Carriers the right to unilaterally change work rules in retaliation against a selective strike.

The UTU's unprecedented use of selective strikes in pursuit of a nation-wide agreement will go down in history as one of the best ways to negotiate a settlement in the railroad industry.

At a time when the Administration is pushing for legislation that would completely revamp the procedures for handling all emergency transportation strikes, railway labor has proven such legislation is not needed.

While Labor Secretary Hodgson contends that permanent reform of the Railway Labor Act is still needed, the selective strike has eased the pressure for any major reform measure. Some union and government officials conceded at the end of the UTU strike it's the first time we've had any real collective bargaining in this industry for a long time and it demonstrates that Congress doesn't necessarily have to get involved in every rail dispute.

Another interesting observation of the outcome of the strike, as reported by the Wall Street Journal, was that there was some indication that a major overhaul of the National Railway Labor Conference's organizational structure may be forthcoming later this year. Such moves have been under consideration by the Association of American Railroads' board, which controls the N.R.L.C., the Journal reported.

Shorter Work Week

DESPITE GROWING INTEREST in the four-day workweek, the thrust of most union contract bargaining will continue to center on shorter workdays without reduction of take-home pay, AFL-CIO Economist Rudolph Oswald declared.

Oswald said that a recently-completed detailed study shows that only about 8,000 U.S. workers are now on four-day weeks, but that major gains have been made in shortening workweek hours, with some 10 million workers now on standard weeks of less than 40 hours. He added that "more and more unions are negotiating a reduction of hours," not only by shorter workdays, but also through "longer vacations, additional holidays and earlier retirement." Oswald appeared on the network radio interview Labor News Conference, broadcast Tuesdays on the Mutual Broadcasting System.

Oswald agreed that the four-day week concept that includes 10-hour days does pose scheduling problems, particularly in factories and other establishments that operate in shifts around the clock. But he said, "some unions have negotiated a four-day eight-hour provision," citing a recent Printing Pressman's contract in Canada.

He said that the increasing productivity of workers should make substantial "reduction of hours of work" without reduction of pay a real possibility in the next decade. If the expected productivity gains of the next 10 years were applied to shorter hours, "a 29-hour workweek . . . maintaining the same real take-home pay" would be possible by 1980, Oswald observed.

Attend Your Union Meetings

More Light for Your Money

YOU MAY GET MORE light for your money the next time you buy bulbs if you compare brands and sizes by reading the newly required information on the bulb packages.

Federal Trade Commission now requires that all bulb packages tell you about the bulb inside:

Watts—the amount of electric power the bulb uses;

Lumens—the bulb's actual brightness;

Life—how many hours a manufacturer's bulb is expected to last. Estimated lifetime is an average based on laboratory test; rating for 3-way bulbs is based on the filament most likely to burn out.

For the first time, consumers can make informed decisions on price differences of competing brands for so-called "standard" and "long-life" bulbs. Standard bulbs are brighter, but the others last longer.

New Training Agreement Signed by Milwaukee Railroad

THE BROTHERHOOD OF Railroad Signalmen and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company have signed an agreement establishing a training program for signal employes on that railroad.

The agreement was negotiated by General Chairman Leo Davies, representing Lines East, and A. R. Bretschneider, representing Lines West, with the assistance of Vice President M. B. Frye.

General Chairman Davies stated both the Organization and the Carrier realized the importance of a training program due to the more advanced type of signaling in use today.

Brother Davies reported that many conferences were held with Mr. Don Wylie, assistant chief engineer, after both agreed there was a need for a training program in the Milwaukee's signal department. It then became necessary to find the proper type program to cover the Milwaukee's needs. Mr. Wylie reported looking into many training programs before selecting the Canadian National Railways' text material.

The Canadian National training program was selected and modified to fit the needs of the Milwaukee Road; first, because it was far superior to any other available at this time; second, it was well proven with many years of testing; and third, Canadian National signal training officers were more than willing to share their vast knowledge and experience with Mr. Wylie's personnel.

General Chairman Davies noted that once a program acceptable to both the Carrier and the Organization was found, it was only natural that an agreement giving full protection to our members would be negotiated with the Carrier.

Two classes were held prior to negotiating any agreement. This gave the general chairman a chance to observe the class text material, the facilities and the student acceptance.

The agreement provides for classes to be located in Milwaukee, Wisconsin at the present time. A classroom was set up on the Milwaukee property and equipped with all the necessary material and equipment needed to train first class signalmen.

The agreement allows future classes could be held at other points designated by the Carrier when deemed necessary. Mr. Wylie said the Milwaukee signal officers are undecided at this time as to the type of classroom needed for the men on Lines West. Classes may be held in a training car outfitted by the Carrier or the men could use the facilities that are presently located in Milwaukee.

Assistant Engineer Loren Sandstrom was appointed training officer in charge of classroom instruction. Mr. Sandstrom was promoted from the ranks of our craft and understands the need for a good training program. At this time, in order to get the program off the ground and going in the right direction a good training instructor is the first requisite and Mr. Sandstrom fills these requirements.

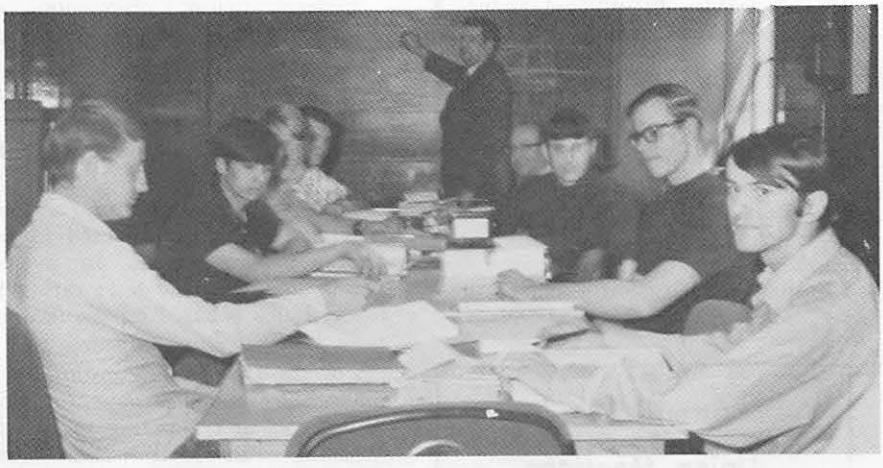
The program is designed to consist of six one-week sessions, Monday through Friday in length. The Carrier has the discretion to change the number of sessions and their length; however, at no time will more than two sessions be held consecutively. It was reported that in most instances the one-week class will be preferable, only if and when men are brought in from the West at great expense or such circumstances, will two consecutive sessions be held.

When it is necessary to schedule sessions on two consecutive weeks, students may elect to remain at the training point during the intervening weekend. Those who elect to remain at the training point during this time will be provided their meals and suitable lodging facilities by the Carrier.

The agreement requires the Carrier to provide meals and suitable lodging facilities while the employes are attending classes.

General Chairman Davies reported, at the present time, arrangements have been made by the Carrier to house the students at the Milwaukee Central Y.M.C.A. The Central Y.M.C.A. is located on Wisconsin Avenue within walking distance to the downtown shopping and theatre district.

The guest rooms at the Central Y.M.C.A. contain wall-to-wall carpeting, 24-hour telephone service. Resident guests become members of the Y.M.C.A. upon registration and



Instructor Loren Sandstrom explains a signal circuit and the theory of signaling to the class prior to breaking into groups to work on projects.

are provided with a wide variety of leisure time accommodations.

General Chairman Davies also reported that the Carrier arranged for the students to be provided their breakfast and evening dinner at one of the Y.M.C.A.'s fine food centers. Noon lunch accommodations are at facilities close to the classroom. Bus service between the classroom facilities and the Y.M.C.A. are provided for all students.

The agreement provides that the Carrier will be responsible for developing and establishing all course content, materials, text, training methods, selection of instructors and other related training personnel.

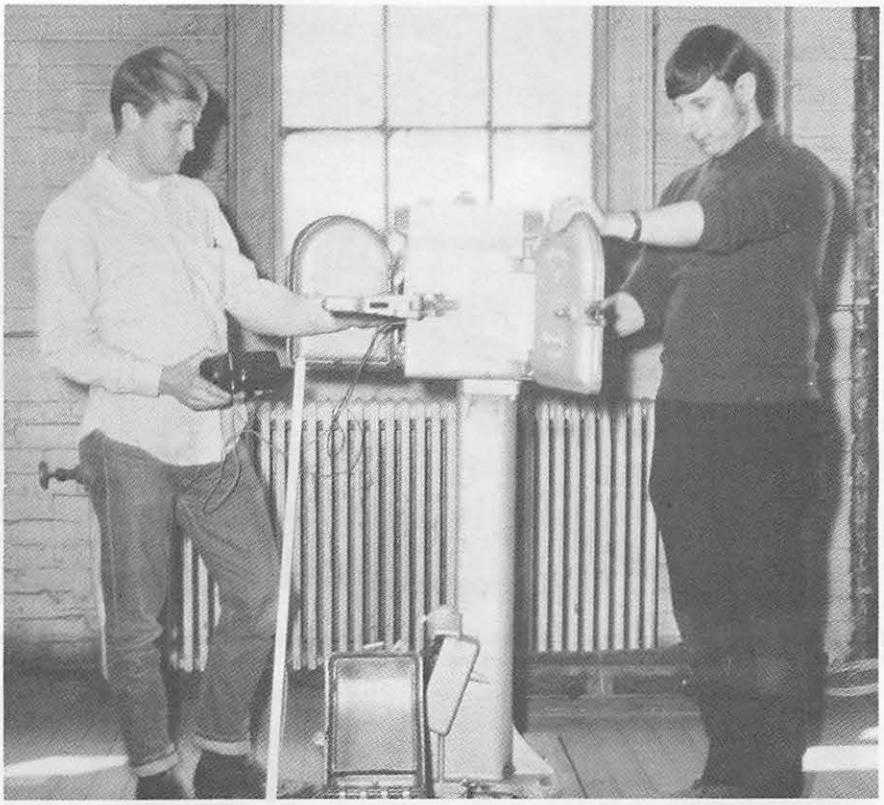
Textbooks and other study material will be supplied by the Carrier at no cost to the employes. Employes will be required to sign receipts acknowledging responsibility for payment for loss of or damage, other than normal wear, to such training material during the course. Upon completion of the course all training material will become the property of the student. Students who fail to complete the course must return all course material or make payment for missing material.

All students are required to take a uniform written progressive examination. The examination will be based on the course training material and material presented by the instructor in class.

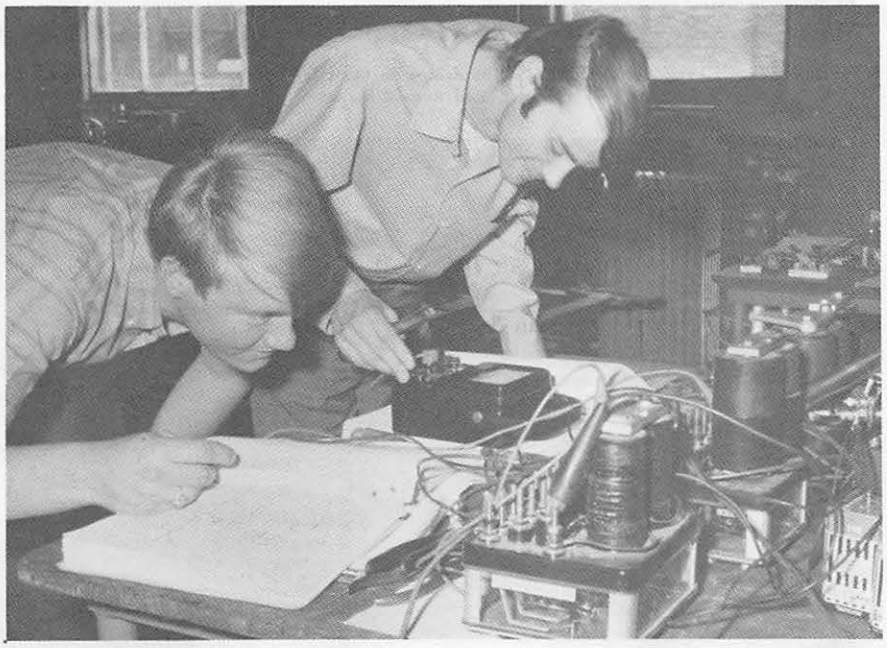
A grade of seventy percent or better will be considered as a passing grade. Those who fail to pass any examination will be given a re-examination within thirty calendar days from the date of failure.

Brother Davies noted one feature of the agreement provides that, failure of any employe hired after the effective date of the agreement to pass re-examination will result in the employe's forfeiture of all seniority and rights and the employe will be considered as having resigned from the service. Both General Chairman Davies and Vice President M. B. Frye noted this part of this agreement is not retroactive prior to the date of June 15, 1971 when the agreement was signed.

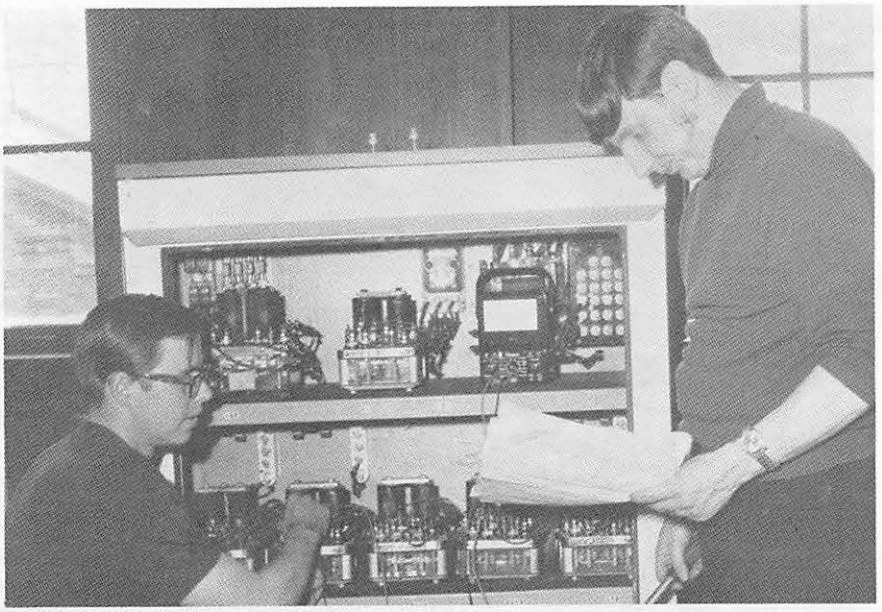
The agreement requires assistants promoted to other positions within the scope of the Signalmen's Agreement after starting the training program must remain in and be subject to the provisions of the training program. It also requires employes restored to positions of assistant signalman or assistant signal maintainer under provisions of the



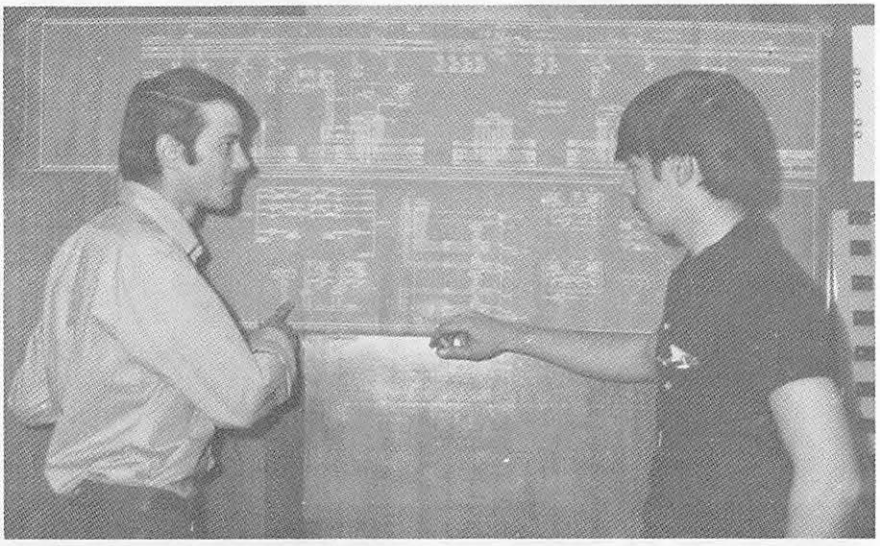
This equipment allows students Curt Vickerman, left, and Ben Ingrassia, to adjust an electric lock and switch circuit controller according to the switch point opening.



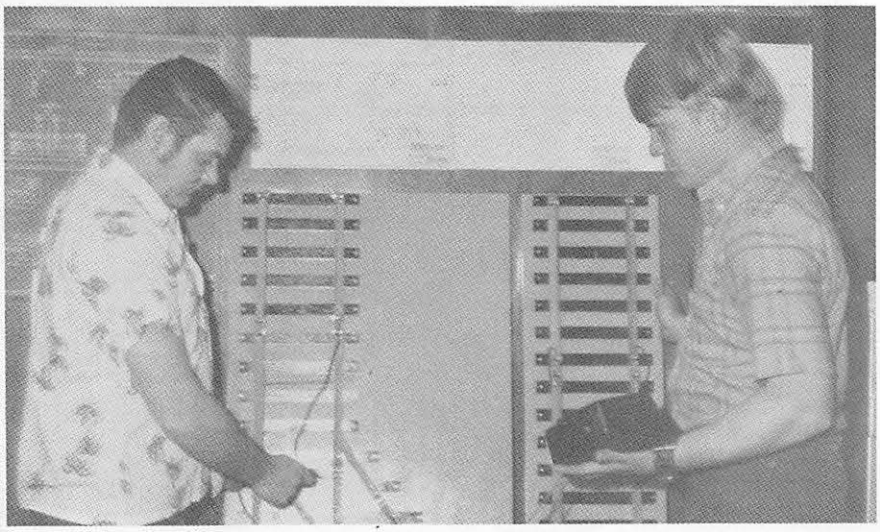
Allen Vannahme, left, and Tom Lucas, check a circuit they have just wired.



Students Gerry Shanning, right, and Ben Ingrassia, test the crossing flasher circuit in the relay case while the flashers on top of the case show trouble.



The Milwaukee's basic signal circuits are explained to the class by student signalman Tom Lucas, left, and Ronald Marko.



Students Dick Kleinfieldt, left, and Allen Vannahme test the track circuit at a switch lead out.

agreement shall remain in and be subject to the provisions of the training program.

When the employe is notified to attend a training class, he also will be informed of the type of transportation to be used going to and from the place the classes are held. The employe will be reimbursed for authorized transportation expense.

The Carrier must authorize, prior to the employes departure, all expenses for meals and lodging incurred while traveling to and from the point where classes are held.

The agreement does not allow students to be compensated for time spent traveling to and from the point where classes are held except during the hours of their assignment.

Employes will be compensated at their regular straight time rate of pay while attending classes. Should one of the seven National Holidays specified in the Signalmen's Agreement or an employe's Birthday Holiday occur during a session on a day which would normally be a work day for the employe or employes, they may choose a mutually acceptable alternate date. However, the carrier will endeavor not to schedule classes in weeks that include National Holidays.

Except as provided in the memorandum training agreement of June 15, 1971, all agreements presently in effect will remain unchanged.

The agreement is in full force for two years from the June 15, 1971 effective date and shall be considered automatically renewed for successive periods of twelve months. That is unless at least six months prior to June 15 in the year, excluding the year 1972, either party may serve written notice upon the other of their desire to terminate the agreement.

General Chairman Davies reports the classroom is fully equipped with a power switch, highway crossing gate and flasher, relays, switch box connected to an indicator showing the degree of point opening and an electric lock and rod, all of which can be adjusted by the students. Other signal apparatus is wired to operate through actual circuits, so that each student can follow the circuit through the apparatus and experience on the job testing and working habits.

Mr. Wylie in expressing his opin-

ion of this type of training, stated every student completing the course will have a completed background in the theory of signaling and an understanding of how to apply the theory.

The classroom equipment is so designed to allow each student to wire the particular project assigned to him and also trouble shoot any failures that the training officer may place in the circuits.

Mr. Wylie estimated the six-week training program would cost the Milwaukee Railroad approximately $2,500 for each student who completes the course. He stated he has recognized the need of training signal employes for some time and was very happy when the Milwaukee Railroad gave him permission to set up the program. He noted it will produce a much better trained signal employe, capable of maintaining and servicing modern signal equipment.

Both General Chairman Davies and Mr. Wylie stated that if this program is as successful as they expect, then the next step would be to move into electronics.

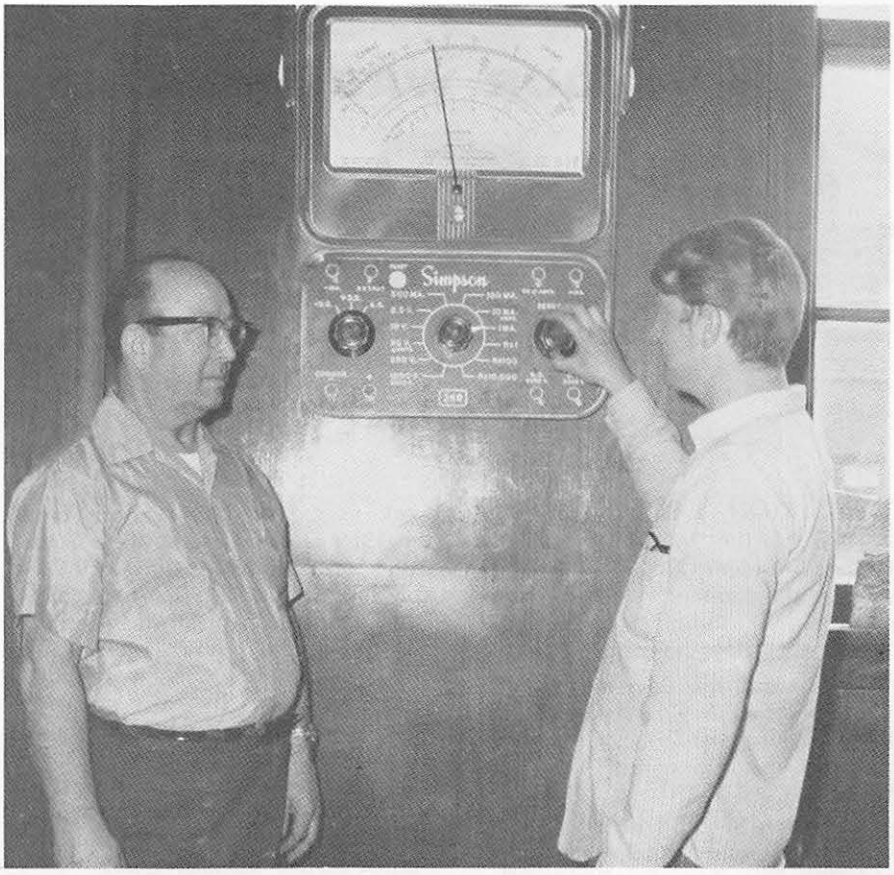
It was reported by signal supervisors that young men returning from classes are showing confidence, ability and an aggressiveness toward their work.

Every student completing the course will be presented with a certificate.

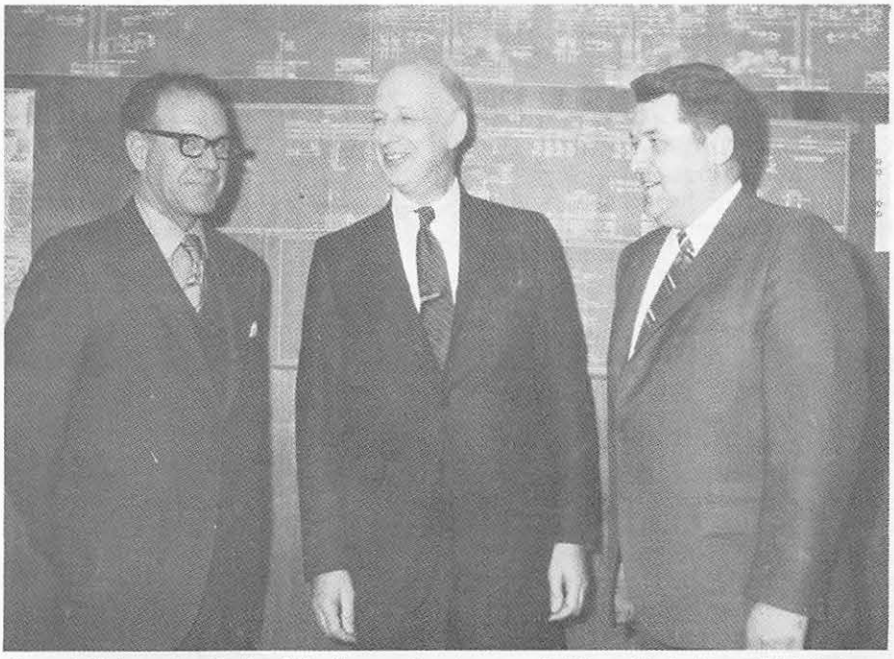
President Chamberlain stated that General Chairmen Davies and Bretschneider and Vice President Frye should be commended for their efforts in obtaining this fine training agreement.

He said this school is just a beginning and every member of our organization must upgrade himself to be properly prepared for the coming changes in the signal industry. It is only a matter of time when all signalmen will be electronic technicians and some kind of an FCC license will be required in our work. He noted in every case when signalmen have improved themselves, they have received higher pay and greater respect in the industry.

President Chamberlain also stated he was happy to see the Milwaukee Railroad joining the ranks of other great roads in realizing the need and establishing a first rate signal training program.



An enlarged model of a meter allows students Jack Fraser, left, and Curt Vickerman, to become familiar with its many uses.



General Chairman Leo Davies, left, discusses the classroom facilities with Assistant Chief Engineer Don Wylie, center, and Instructor Loren Sandstrom.

YOUR WASHINGTON Reporter

By R. E. Porter

INFLATION LOOKS LIKE one of the toughest problems facing President Nixon and Congress as the summer vacation season ends and Washington comes back to its workaday concerns.

Nixon and his advisers thought that, by now, they'd have inflation backed onto the ropes, ready to slide down for a count of ten. It hasn't worked that way.

At first, when the President took office in January 1969, the "game plan" called for disinflating the economy by tight money and a balanced federal budget, without causing a recession.

But the Nixon policies did provoke a recession. By last fall, they had boosted the unemployment rolls by two million, jumped the jobless rate to around 6 percent and slowed operations at the nation's factories to less than 75 percent of capacity.

The inflation rate, which had been 4.2 percent in 1968, rose to 5.4 percent in 1969 and 5.9 percent in 1970. As AFL-CIO President George Meany commented: "The Nixon Administration is very resourceful. They have managed to bring employment down, to slow down the economy, and still to keep the prices going up."

By last fall, Nixon and his aides had reversed their game plan. They had begun trying to stimulate the economy, with easy money and heavy federal budget deficits. Those policies were continued through the past winter and spring and into the summer. The money supply was increased at more than a 10 percent annual rate. The federal deficit soared—and the budget is expected to continue this fiscal year (begun last July 1) to run at least $25 billion in the red.

But the 1971 game plan didn't work as expected, any more than the 1969 one had done. True, consumer price increases slowed noticeably last winter. But that was chiefly due to a drop in mortgage interest rates—and those rates, plus other interest rates, soon resumed their rise again. By early summer, the consumer price index was again increasing at a 6 percent yearly rate. Unemployment, meanwhile, showed no significant improvement in the year's first half. Industrial output turned up only mildly.

Arthur Burns, chairman of the Federal Reserve Board and one of the top game planners from the earliest days of the Nixon regime, confessed recently to a congressional committee: "A year or two ago it was generally expected that extensive slack in resource use, such as we have been experiencing, would lead to significant moderation in the inflationary spiral. This has not happened, either here or abroad. The rules of economics are not working in quite the way they used to."

* * *

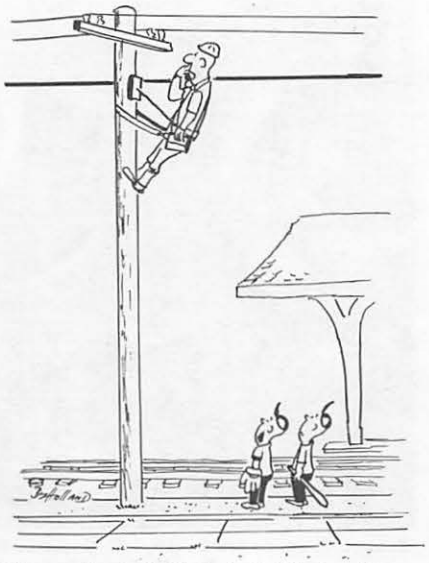
So what should be done about inflation? Burns has been pushing for a wages-and-prices review board to fix voluntary guideposts, plus compulsory arbitration of labor disputes in industries affecting "the public interest." Burns blames wage gains as the chief culprit for today's inflation. But he himself conceded in his congressional testimony that wages nationally "rose at about a 7 percent annual rate in the first half of 1971." This rise is not much more than the rising cost of living. Moreover, labor productivity is expected to increase substantially more this year than last, thereby easing the pressure of higher wages on costs of production.

Compulsory wage-price controls are also being talked of more widely. For the past two years, spurred by its Democratic leadership, Congress has voted the President standby authority to impose such controls. Sen. Henry Jackson (D., Wash.) recently called for "immediate imposition of a wage-price freeze." John Kenneth Galbraith, a leading Democratic economist, has urged a temporary nationwide wage-price freeze followed by permanent wage-price controls that would be limited to the 2,000 largest corporations and the largest unions. Sen. William Proxmire (D., Wis.), chairman of the congressional Joint Economic Committee, noted, however, that this panel has limited itself to recommending voluntary wage-price guideposts.

Meany, for the AFL-CIO, has repeated many times that labor is willing to accept wage controls if prices, dividends, rents, interest, professional fees and other incomes are also controlled. Meany suggested some weeks ago that if he were the President he would take this course now.

Nixon, however, has so far—up to the present writing—rejected both voluntary wage-price guideposts and compulsory controls. Such controls, he affirms, "will not and cannot work in peacetime." But will this sit-tight policy against inflation satisfy the President's political instincts, as the cost of living keeps rising month after month and the 1972 election keeps getting closer and closer?

Many in Washington think Nixon will do *something* more about



"How about that? Instant telephone!"

rising prices. But few are willing to predict that whatever he does will stop the inflationary spiral.

* * *

Congress voted itself a month-long summer recess this year, from August 6 to September 7, and most Congress-watchers in Washington approve the idea. Actually, the recess is supposed to take place in every odd-numbered year, according to the Legislative Reorganization Act of 1970. In the even-numbered years the legislators figure they'll have to work through the summer in order to take off at least a month for campaigning before the November elections.

Since, apart from the campaign period, Congress has been meeting pretty much year-round, the idea of a month's vacation every second year doesn't seem excessive. It's true, the senators and congressmen are very well paid now ($42,500 a year). It's true they take several short recesses each year (used mostly to visit back in their states or districts) and that a few of them are goof-offs.

Most members of Congress, though, work long hours at their trade. For the conscientious ones, the public's business is never done —and that includes not only debating big public issues but also trying to help constituents entangled with the government, riding herd on the huge federal bureaucracy and spending much time in dreary committee work.

As one House member with several small children put it, "No matter what the living arrangement, family life suffers in the congressional job, so the summer recess when the family can enjoy some uninterrupted time together is a real joy. And, breaking in the middle of a year-long session, such a recess can invigorate members for a faster wind-up of the legislative responsibilities—hopefully."

Live A Little Longer

Health Insurance

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

THE COST OF MEDICAL care by doctors and hospitals is becoming excessively high. To overcome this, much is being written about comprehensive medical care benefits for all Americans. Some speak of it as National Health Insurance for everyone.

Labor's number one legislative goal is to upgrade America's standard of health care and medical services for all citizens who need them. AFL-CIO President George Meany says that while medical treatment is the doctor's business, the delivery of such services is everybody's business. Everyone should be concerned whether there is enough health care, how it is distributed and paid for. We all have a stake in our nation's health.

He believes that the right to a decent standard of health care should be considered a basic human right. If that right is denied or neglected, this nation's promise to its citizens—the right to life, liberty and the pursuit of happiness—cannot be kept.

Long-sought goal

Labor has been seeking a national health insurance program for a long time. It was proposed as a part of the Social Security Act 35 years ago, but special interest groups succeeded in blocking it.

Mr. Meany feels that some of the barriers that once denied access to health services because of color, race or national origin, have been overcome. There is now a greater consciousness of the needs for the sick who happen to be very old or very poor. Medicare and Medicaid have brought benefits to some of these unfortunates, but not without leaving some gaps.

Mr. Meany says, "The money barrier must be wiped out. We must stop restricting the right to life and health to those who can pay and denying it to those who cannot."

The AFL-CIO is going to see that the USA has a first class system of comprehensive health protection for all.

Why has labor come to this decision? Americans like to think of themselves as first among nations in every human endeavor. This isn't so, regarding health.

According to a United Nations report, there are 35 other nations where ten-year-old boys can expect to live longer than their American counterparts. There are ten other nations where ten-year-old girls can expect to live longer. There are 13 other nations where new-born babies have a better chance of survival.

These are averages. For the poor who live in city ghettoes, the situation is much worse. In nearly every area of human health, we lag behind every developed nation in the Western world.

False arguments

The AFL-CIO believes we should be number one, in medical care. There are those who say we can't afford this.

They are the same people who blocked national health insurance before and who have opposed every piece of progressive social legislation.

Their argument is always the same: good health is too expensive. Tax increases would wreck the country. Doctors would be regimented and worked to death for starvation wages. Socialism would inevitably follow. The AFL-CIO says these arguments do not hold water.

Public Works

IT WOULD BE FAR CHEAPER for the United States to put its unemployed millions to work on building hospitals, nursing homes or water and sewage treatment plants than it is to pay $1.5 billion a month for unemployment and welfare benefits, the AFL-CIO Conference on Jobs was told.

Rep. John A. Blatnik (D-Minn.), chairman of the House Public Works Committee, told a conference panel that the public works bill "was the most important single piece of legislation in the 92nd Congress" and vowed a continued fight for it despite President Nixon's veto.

news from Canada

Labour Day Message

by
DONALD MacDONALD
PRESIDENT, CANADIAN LABOUR CONGRESS

SINCE WE LAST CELEBRATED Labour Day, Canada has been going through one of the most difficult economic experiences in our country's history; one that is unique inasmuch as it has resulted from cold and deliberate action on the part of the federal government.

The price that Canadians have had to pay for the government's mismanagement of the economy has been recounted time and again; but it cannot be forgotten. Hundreds of thousands of Canadians have been thrown out of work; families have been exposed to immeasurable suffering; municipalities have been pushed to the verge of bankruptcy by mounting welfare costs; production losses have run into billions of dollars and many millions of dollars have been lost to governments at all levels through tax revenues.

Perhaps the most disturbing aspect of this extraordinary situation has been the lack of any real concern—really the indifference—of those in authority who have been responsible. Those who have advanced proposals for both short and long term approaches to our economic problems have been practically ignored.

With the passage of time it has become abundantly clear that both long and short term programs are urgently needed. The first, and top priority, requirement is vigorous action to get the economy back on its feet and get Canadians back to work. The restrictive anti-inflationary policies which have so obsessed the government must not only be abandoned but must be reversed by the adoption of policies designed to provide economic expansion.

An immediate action program which the Canadian Labour Congress proposed some months ago called for:

- A federal-provincial program to clean up Canadian communities and halt urban decay—directed at roadsides, stream banks, parks, railway rights-of-way, etc.;
- Allocation of a substantial sum of money for research projects on behalf of voluntary organizations, to permit students to work on approved research for such organizations as welfare and anti-pollution bodies, consumer and tenant associations, and trade unions;

"The section of the bill dealing with unfair labour practices is extremely broad and requires careful consideration. The wording of the bill also tends to suggest that certain perfectly democratic rules and practices of unions are discriminatory.

"You don't seem to realize, Alf, that inflation is here!"

"We will also wish to study carefully the sections applying to the recognition of unions. The voting procedure in determining union representation would be improved by the proposal to allow a majority of those actually voting, rather than those eligible, determine the outcome. We also regard the provision covering successor rights to a union in cases where control of a company changes, to be an improvement. The suggestion giving the Minister authority to appoint a conciliation commissioner in some cases, rather than a conciliation board, offers some hope of shortening delays in dealing with disputes.

"The inclusion of provisions to cope with the effects of technological change are long overdue. We certainly favour the requirement of 90 days notice to employees affected. To a considerable degree the effectiveness of this aspect of the legislation will depend on the actual regulations which will have to be eventually adopted to implement the legislation. We will be making specific proposals on this, as on other sections of the bill."

The following statement was issued by William Dodge, secretary-treasurer of the Canadian Labour Congress:

"The proposed new labour legislation, introduced in the House of Commons in June, will undoubtedly have an important effect on labour-management relations for many years to come. While there are a number of changes we favour, others arouse considerable doubt. In

any event the bill, because of its length and complexity, requires careful and detailed examination. We feel very strongly that assurance should be given that the legislation will be sent to a House of Commons committee with full opportunity for those affected to make representations.

"We are in full agreement with the Minister of Labour in his statement that legislation alone cannot provide a solution to all the problems of industrial relations. We also welcome his reaffirmation of faith in free collective bargaining, including the right to strike. We are hopeful that the legislation eventually adopted will contribute to the settlement of disputes without strike action.

"The decision to extend collective bargaining to professional people and other groups is a definite improvement, though there appears to be need for clarification with regard to some occupations.

"We have less enthusiasm for the proposal to abolish the present Labour Relations Board and replace it with a full-time body. There has been no evidence that the present structure is deficient; and, indeed, the present board, operating on a part-time basis has by no means been overworked. It is significant that the bill omits reference to the representative nature of the board membership, which is specified under the present legislation. This means the way is left open for the appointment on a patronage basis of people with little or no knowledge of industrial relations.

—Start work on urban improvement projects which are past the planning stage in cities and towns but held in abeyance because of lack of finances;

—Reforestation programs.

"While this plan was intended to spur employment and assist the immediate situation, our Congress, with others, recognizes the vital need for a carefully thought out, long-term approach. The so-called stop-and-go policies which have too often been adopted in the past are something we can no longer afford. A month-to-month tinkering with the economy is not only ineffective but can lead to disastrous results. The fact is that a majority of recognized authorities now acknowledges that a return to anything approaching full employment is not going to be achieved in this decade.

"This gloomy outlook should, however, not deter us in adopting a positive program, and the longer this is delayed the longer will be a return to the kind of life Canadians can and should enjoy.

"Policies which the Canadian Labour Congress has publicly advocated include:

- Reduction in personal income taxes for the lower income brackets;
- Increased expenditures on regional development;
- Major improvements in old age pensions;
- Removal of the 11 percent sales tax on building materials;
- A dynamic house-building program to bring supply into line with demand;
- Substantial reductions in mortgage interest rates.

"While economic matters have been dominant during the past year, organized labour has also been deeply concerned with an obvious trend toward restrictive legislation and it appears likely that this subject will have to receive increased attention in the months ahead.

"At a time when many of our basic freedoms are threatened there is a tendency on the part of many to forget that free collective bargaining is an essential part of the democratic system. The effect of work stoppages—which are a small fraction of the disruption caused by unemployment — are exaggerated out of all proportion. Propaganda barrages have been directed at depriving workers of the hard-won right to have a full and effective voice in their affairs. Government interference and rigid laws are no easy solution to such differences as may arise between labour and management. These matters can best be settled between the two parties directly concerned. What we should be doing is looking for methods to improve normal collective bargaining, rather than replacing it with some rigid legal system.

"This is an area to which labour, and other sectors of society, must direct increased attention in the immediate future. Meantime, however, our primary concern must continue to be directed toward economic recovery and an end to the cruelty of unemployment."

Give Happiness
The United Way

Washington Metro Invites Bids On ATC System

AS PART OF ITS PROGRAM to provide riders with the world's most modern automatic train control system, the Washington Metropolitan Area Transit Authority held a pre-bid conference with the two companies whose technical proposals were accepted earlier.

The conference was held at Metro offices with representatives of the General Railway Signal Company and the Union Switch & Signal Construction Company.

Westinghouse Electric Corporation had submitted a technical proposal deemed unacceptable by WMATA because of failure to comply with a requirement for 100 percent digital logic circuitry in the automatic speed regulation and program stopping system, and failure to demonstrate that the Westinghouse train detection and speed command system, as proposed, would meet the specified reliability standards.

The pre-bid conference was held to answer questions of responsive firms on administrative aspects of the contract. The Metro system will include 86 stations and 98 miles of surface and subway rapid rail transit lines when it becomes fully operative by the end of 1979. The first four and a half miles of the system are scheduled to be operating early in 1974.

Following the pre-bid conference, General Railway and Union Switch & Signal had until August 4 to put price tags on their proposals. Metro will evaluate these bids prior to award to the lowest responsible and responsive bidder later that month.

Women Invading Men's Rest Room

IF WE ARE GOING TO have equal rights in sex, Arbitrator Irving Bernstein has concluded, it might as well go all the way to the rest room.

In a decision upholding Local 590, Amalgamated Meat Cutters, he ruled that a janitress, who was the oldest employe, had a right to exercise her seniority and become the custodian for the men's room. He said there was no difference between cleaning the men's room and the women's room.

Supreme Court Decision Has Major Implications on Hiring, Promotions and Transfers

IN MARCH THE U.S. SUpreme Court handed down a unanimous decision which is expected to have far-reaching effects in such areas as job entries, promotions and transfers.

The court held that it is a violation of Title VII of the Civil Rights Act of 1964 to require applicants to take tests which are not directly and specifically tied in with the job performance.

Employers cannot, for example, require a high school diploma or a certain IQ unless it can be conclusively proven that these are essential prerequisites for job performance.

In the decision, Griggs vs. Duke Power Co., the court held that the Wonderlic Personnel Test and the Bennett Mechanical Aptitude Test were not sufficiently job related and were, consequently, invalid.

Delivering the opinion of the court, Chief Justice Warren Burger declared:

"The objective of Congress in the enactment of Title VII is plain from the language of the statute. It was to achieve equality of employment opportunities and remove barriers that have operated in the past to favor an identifiable group of white employes over other employes.

"Under the act, practices, procedures of tests, neutral on their face, and even neutral in terms of intent, cannot be maintained if they operate to 'freeze' the status quo of prior discriminatory employment practices."

The full breadth of the decision is seen in this part of the opinion:

"The facts of this case demonstrate the inadequacy of broad and general testing devices as well as the infirmity of using diplomas or fixed measures of capability. History is filled with examples of men and women who rendered highly effective performance without the conventional badges of accomplishment in terms of certificates, diplomas or degrees. Diplomas and tests are useful servants but Congress has mandated the common-sense proposition that they are not to become masters of reality."

Prof. George Cooper of Columbia University's law school, who wrote one of the briefs in the Supreme Court case, declared "it's a decision that could be revolutionary in its impact and at a minimum it will cause serious changes."

He said that one major effect would be to require personnel managers to "really do their jobs" rather than rely on the use of general intelligence tests in hiring and promoting.

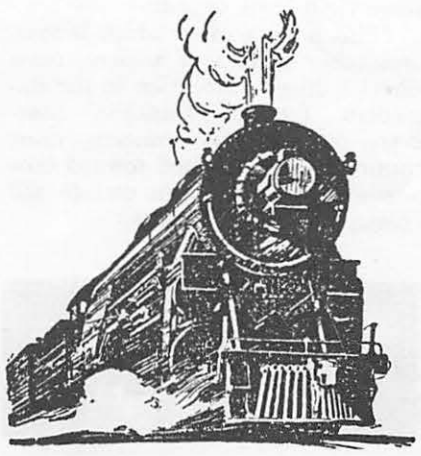
The Ruling goes even further in upholding the Equal Employment Opportunities Commission's Administrative Guidelines on Employe Selection Procedures.

EEOC, in notifying employes of the court decision, is recommending that whether or not their union has ever been a party in a Title VII action involving employe selection procedures, they should review procedures that are:

- Unilaterally developed and applied by the employer.
- Within the scope of collective bargaining agreements.
- Within joint apprentice standards.
- Developed and applied by local and national unions as part of union procedures such as entry into membership.
- Developed and applied by local and national unions as employers.

The National Association for the Advancement of Colored People's Legal Defense Fund declared that "we are now ready to proceed with scores of cases involving many thousands of workers who have been denied jobs or promotions because of non-job-related tests."

The "flood of litigation" may or may not evidence itself but there seems little question that job tests in most industries will be fundamentally altered by the court decision.



Train Accidents Declined in 1970

TRAIN ACCIDENTS AND RESulting casualties declined significantly during 1970—the first decrease in nine years—according to preliminary figures released by the Department of Transportation's Federal Railroad Administration.

The report showed there were 583 fewer accidents than the 8,543 reported in 1969, a drop of 6.8 percent. Casualties resulting from such accidents declined by more than 8 percent.

Mac E. Rogers, Director of FRA's Bureau of Railroad Safety attributed the decline to "a new spirit of cooperation between the railroads, rail labor organizations, and the government" which he said began "with Secretary Volpe's formation of the Railroad Safety Task Force in the early months of 1969."

"We are now beginning to see the tangible results of this cooperation," Rogers said, "and we hope that the implementation of the Railroad Safety Act of 1970 will enable all of us to brighten the railroad safety picture even more in the years ahead."

Legislation giving the Secretary of Transportation broad power over all areas of railroad safety was enacted in October of 1970. The Department has until October 1971 to establish initial standards.

Details of the preliminary report showed a 12.4 percent drop in the number of railroad employes killed while on duty. Those injured while on duty declined by 6.8 percent.

The total number of persons killed from all types of railroad accidents fell off by 3 percent from the 2,299 of the year before, while injury totals declined by more than 9 percent.

Rail-highway grade crossing accidents in 1970 resulted in 1,469 deaths as compared with 1,492 in 1969, a 1.5 percent decline. Crossing injuries were down by 316 from the 3,691 figure of 1969, representing a decline of 8.5 percent.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

THIS INFORMATION SHOULD BE FORWARDED TO PRESIDENT C. J. CHAMBERLAIN AT GRAND LODGE HEADQUARTERS.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Aurora, Colo. 80010. John J. Rossi, Morrisard & Rossi, 1901 Peoria St., Suite 202
Tel. (303) 364-9369

Baltimore, Md. 21202. Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr. Hooper, Steves & Kerry 200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. 76102. George L. Schmidt, 810 Sinclair Bldg.
Tel. (817) 335-9782

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones, 1010 Houston First Savings Bldg.
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Ratner, Mattox, Ratner, Ratner & Barnes, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard
Tel. (213) 385-3601

Miami, Fla. 33130. Hastings, Elias & Goldman, 315 Biscayne Bldg., 19 West Flagler St.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa. 15219. Evans, Ivory & Evans, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104 Piehler & Allerdice 924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, Ariz. 85719. John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Ratner, Mattox, Ratner, Ratner & Barnes, 444 No. Market, P. O. Box 306
Tel. (316) 262-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

Railroad NEWS IN BRIEF

PATH — Commuters who use trains to travel between lower Manhattan and New Jersey left the familiar 62-year-old Hudson Terminal on Friday, July 2, when the new PATH terminal in The World Trade Center opened. The new station, the largest rail terminal to be built in the metropolitan area in over 30 years, is the first air-conditioned subway station ever built.

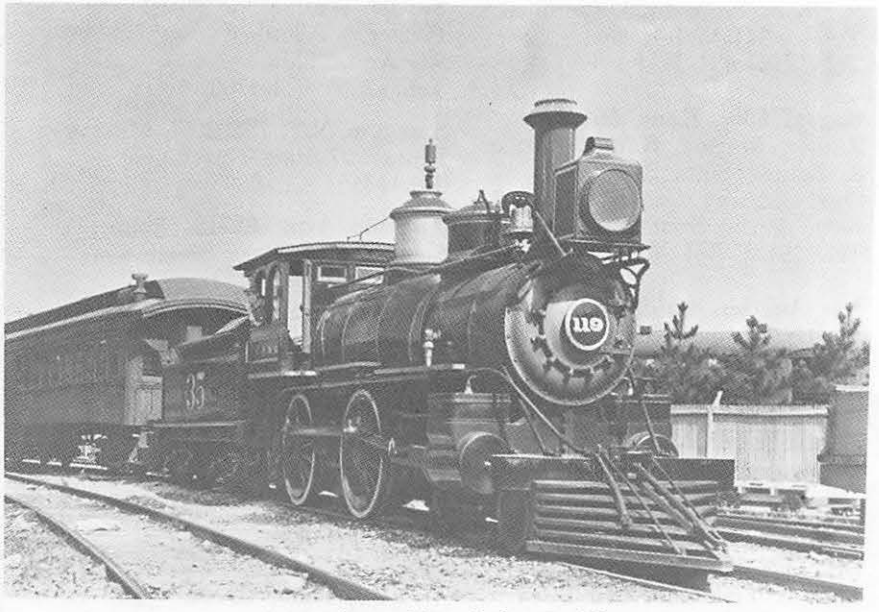
The terminal that 85,000 daily passengers on the Port Authority Trans-Hudson (PATH) rail rapid transit system will use was reported to have high-speed escalators, a brightly illuminated spacious PATH mezzanine, with marble columns and terrazzo floors, a shiny bank of stainless steel, exact change turnstiles down to the tile-walled longer and wider platforms of the new terminal.

The changeover was made during the July 4 weekend to provide passengers the comfort of air-conditioning throughout the summer months. The next possible opening date would be the day after Labor Day, because a three-day weekend is required to make the track connections from PATH's downtown tunnels to the new terminal without interruption of weekday commuter service. Restaurant and other consumer services, and a Penn-Central ticket office will be opened this Fall.

Hudson Terminal, which was opened to traffic on July 19, 1909, closed permanently at 10:00 p.m. on Friday, July 2.

BURLINGTON NORTHERN broke ground for their $30 million high speed electronic classification yard near Minneapolis. The "Northtown" yard, scheduled for completion in 1975, will be the largest electronic yard in the railroad's system.

Electronic controls will brake the cars and couple them together. Daily car handling will be 3,300 on 105 miles of track.



Once the Pride of the Prairies

Photos of old-time trains form an endless treasure trove. This train was the Pride of the Prairies long, long ago. It was built in 1882 for the former Burlington & Missouri River Railroad, which later became incorporated into part of the Burlington and is now part of the vast Burlington Northern.

THE SOUTHERN RAILWAY is being furnished by The General Railway Signal Company with a "Traffic Master" control center to monitor and control train operations between Austell, Georgia, and Jersey, Tennessee — approximately 130 miles. Controls and indications between the 34 locations and the control office at Atlanta, Georgia, will be transmitted by "System 4000," the GRS high-speed, solid-state code system. Eighteen wayside bungalows will house the code racks in the field.

THE I.C.C.'s BUREAU OF ACCOUNTS' statistics for railroad employment for June of this year show a 3.26 percent decrease from last year's figures.

CCI CORPORATION has created a new subsidiary company, Safetran Systems Corporation, by combining two CCI subsidiaries, Marquardt Industrial Products Company (MIPCO) and Railroad Accessories Corporation (RACO).

According to Robert L. Zeligson, CCI chairman, "The formation of Safetran Systems enables CCI to consolidate two transportation product operations that serve common markets with highly complementary product lines."

MIPCO and RACO are currently recognized as well established suppliers of electronic and mechanical systems and communications equipment for railroad and mass transit applications. The two companies will function as wholly-owned subsidiaries of Safetran Systems Corporation and will continue to market their products under their respective trade names.

By combining MIPCO and RACO, they have enhanced their ability to market 'total system packages'—complete grade crossing protection systems which include the crossing gates, gate mechanisms, signal lights, and related electronic computer controls.

CCI Vice President Robert B. Wyland, who was instrumental in the development of the new company, has been appointed president of Safetran Systems. Harry A. Scott, president of RACO, and Mark R. Miller, president of MIPCO, will continue to serve in their present capacities.

Don't Risk Losing Your Supplemental Annuity

THE RAILROAD RETIREment Board reminds every member of the Signalmen that a supplemental annuity will not be paid to anyone who works in the railroad industry after his "closing date."

Any work done in the railroad industry after your "closing date" will forever prevent you from receiving a supplemental annuity. This applies to work for a railroad labor organization as well as a railroad employer. This also applies if you return to railroad service after you have already received a supplemental annuity if such service is performed after your "closing date." Any work counts—one minute, one hour, or one month.

For those entitled to a vacation based on 1970 earnings—you may collect payment for this vacation either before or after January 31, 1971, without loss of your supplemental annuity, provided the company does not report it as compensation in the month paid. It should be credited to the last month worked.

A supplemental annuity is payable by the Railroad Retirement Board to an employe who:

- Is age 65 or older;
- Has at least 25 years (294 months) of railroad service, and
- Has a current connection with the railroad industry.

The amount he can receive ranges from $45 for an employe with 25 years of service up to $70 a month for 30 or more years of service.

If your date of birth is before January 2, 1909 find your closing date in the table below. Take a pencil and circle the line, if any, which applies to you. If no line applies—if your date of birth is after January 1, 1909 your closing date is the last day of the month following the month in which you attain age 65.

Keep in mind that you attain a given age on the day before your birthday.

The Railroad Retirement Board makes the decision on your age.

HAVE YOUR DATE OF BIRTH ESTABLISHED AT THE BOARD THREE YEARS BEFORE YOU EXPECT TO BE 65. Don't let there be any doubt about your date of birth. You do not want to discover too late to get a supplemental annuity that you are older than you think you are.

Take the records of your date of birth to the nearest office of the Railroad Retirement Board. Representatives will look at them and make a decision on your date of birth. You will get the decision in writing.

There is an exception on "closing dates." If on your closing date you have at least 23 years (270 months) but less than 25 years (294 months) of creditable railroad service, the closing date can be extended to the last date of the month you first meet all these qualifications. This exception does not apply if you are eligible for Social Security benefits, or become eligible before you acquire 25 years of service.

SCHEDULE OF ENTITLEMENT CLOSING DATES FOR SUPPLEMENTAL ANNUITIES

If Your Date of Birth Was in the Period	Your Entitlement Closing Date Is
Before Jan. 2, 1903	Jan. 31, 1971
Jan. 2, 1903 - Feb. 1, 1903	Feb. 28, 1971
Feb. 2, 1903 - Mar. 1, 1903	Mar. 31, 1971
Mar. 2, 1903 - Apr. 1, 1903	Apr. 30, 1971
Apr. 2, 1903 - May 1, 1903	May 31, 1971
May 2, 1903 - June 1, 1903	June 30, 1971
June 2, 1903 - July 1, 1903	July 31, 1971
July 2, 1903 - Aug. 1, 1903	Aug. 31, 1971
Aug. 2, 1903 - Sept. 1, 1903	Sept. 30, 1971
Sept. 2, 1903 - Oct. 1, 1903	Oct. 31, 1971
Oct. 2, 1903 - Nov. 1, 1903	Nov. 30, 1971
Nov. 2, 1903 - Dec. 1, 1903	Dec. 31, 1971
Dec. 2, 1903 - Jan. 1, 1905	Jan. 31, 1972
Jan. 2, 1905 - Feb. 1, 1905	Feb. 29, 1972
Feb. 2, 1905 - Mar. 1, 1905	Mar. 31, 1972
Mar. 2, 1905 - Apr. 1, 1905	Apr. 30, 1972
Apr. 2, 1905 - May 1, 1905	May 31, 1972
May 2, 1905 - June 1, 1905	June 30, 1972
June 2, 1905 - July 1, 1905	July 31, 1972
July 2, 1905 - Aug. 1, 1905	Aug. 31, 1972
Aug. 2, 1905 - Sept. 1, 1905	Sept. 30, 1972
Sept. 2, 1905 - Oct. 1, 1905	Oct. 31, 1972
Oct. 2, 1905 - Nov. 1, 1905	Nov. 30, 1972
Nov. 2, 1905 - Dec. 1, 1905	Dec. 31, 1972
Dec. 2, 1905 - Jan. 1, 1907	Jan. 31, 1973
Jan. 2, 1907 - Feb. 1, 1907	Feb. 28, 1973
Feb. 2, 1907 - Mar. 1, 1907	Mar. 31, 1973
Mar. 2, 1907 - Apr. 1, 1907	Apr. 30, 1973
Apr. 2, 1907 - May 1, 1907	May 31, 1973
May 2, 1907 - June 1, 1907	June 30, 1973
June 2, 1907 - July 1, 1907	July 31, 1973
July 2, 1907 - Aug. 1, 1907	Aug. 31, 1973
Aug. 2, 1907 - Sept. 1, 1907	Sept. 30, 1973
Sept. 2, 1907 - Oct. 1, 1907	Oct. 31, 1973
Oct. 2, 1907 - Nov. 1, 1907	Nov. 30, 1973
Nov. 2, 1907 - Dec. 1, 1907	Dec. 31, 1973
Dec. 2, 1907 - Jan. 1, 1909	Jan. 31, 1974

By SIDNEY MARGOLIUS, for The Signalman's Journal

The Year of the Small Car: How to Shop For One

THIS IS THE YEAR OF THE small car. Of the ten best-selling cars this year, three actually are sub-compacts (Pinto, Vega and Volkswagen), and two are intermediate size (Chevelle and Torino). Obviously many car buyers have become disillusioned with the high initial cost and operating expenses of big cars, and U.S. manufacturers are beginning to realize that they had better heed the new consumer mood if they want to stop the flood of German and Japanese imports.

Most of the U.S. manufacturers now offer similarly-sized small cars, although a few inches bigger, at close to the same $2,000 price level and providing similar mileage of 20-25 miles per gallon.

Even more significantly, manufacturers are beginning to cut down on such expensive practices as offering scores of different models. Detroit even is taking its first baby steps towards eliminating annual model changes and simply making changes in production models on low-price cars as improvements are developed. Eliminating the practice of making model changes just for the sake of annual obsolescence would reduce many of the extra costs of plant shutdowns and tooling-up which now go into the price you have to pay.

There are now five classes of moderate and medium-price cars, based primarily on size:

Sub-compacts (such as Pinto, Vega, Gremlin, Cricket and Colt, and imports such as Volkswagen, Toyota and Datsun), ranging in length from 159 to 170 inches, and selling for $1,950 to $2,200 for the basic model not including transportation, options and dealer preparation.

Compacts (such as Valiant, Maverick, Hornet, Nova), ranging from 179 to 189 inches and with list prices of $2,250 to $2,450.

Intermediates (such as Dart, Skylark, Coronet, Chevelle, Torino and Matador), ranging from 196 to 206 inches, with list-price range of $2,500 to $2,900.

Specialty and almost-sports cars (such as Mustang, Cougar, Camaro, Firebird, Challenger and Barracuda), with ranges of 187 to 196 inches and $2,650 to $3,200.

Full-size standard models (such as Ford Galaxie, Dodge Polara, Chevrolet Impala, AMC Ambassador, Plymouth Fury), ranging from 208 to 220 inches, and listing at $3,000 to $3,800.

YOUR MONEY'S WORTH
by Sidney Margolius
'GUARANTEED' WATERPROOFING?
SOME CONTRACTORS CLAIM THEY CAN WATERPROOF YOUR BASEMENT BY PUMPING A SEALING MATERIAL AROUND THE EXTERIOR. BUT MANY DISILLUSIONED HOMEOWNERS HAVE FOUND THEY PAID HUNDREDS OF DOLLARS AND STILL HAVE WET CELLARS. THE PROCESS DOES NOT WORK WELL IN MANY CASES BECAUSE OF COMPACTED SOIL, DRAINAGE AND OTHER CONDITIONS. OFTEN OPERATORS HAVE REFUSED TO HONOR GUARANTEES OR HAVE ESCAPED GUARANTEE RESPONSIBILITIES THROUGH CONTRACT LOOPHOLES.
NEWSPAPERS ALSO OFTEN ARE AT FAULT FOR CONTINUING TO PUBLISH ADS FOR "GUARANTEED" WATERPROOFING EVEN AFTER BEING NOTIFIED OF COMPLAINTS.
ADVERTISING
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS.
LADIES GARMENT UNION MADE
ILGWU

Note that we specified that these are "list" or sticker prices for a basic or stripped model. The price you actually pay may be much higher depending on how many options you select. It is quite possible to build up the price of a $2,100 car like the Vega to $3,000 by adding various accessories.

What about discounts off the sticker price on the small cars? You won't get much, if any. Most of the list prices on compacts and subcompacts allow the dealer a margin of 14-16 percent of the retail price, or about $275 to $335 of the price you pay. Late in the buying season, you may be able to get $50 to $100, or an additional accessory such as a radio without charge. Car manufacturers noticeably overprice even ordinary AM radios, list-pricing them at $61 to $74. The dealer usually makes $9 to $14 on this price.

When you get to the intermediate class you can expect larger discounts. Dealers usually have a margin of 19 percent, or about $500, plus 16 to 21 percent on accessories.

On full-size cars, dealers' margins are typically 22-23 percent, or $600 to $800 on the car alone plus their profit on accessories, which leaves even more room for negotiating.

According to *U. S. Consumer*, Washington newsletter, a Ford vice-president testified at a Federal Trade Commission hearing that the average selling price in April, 1970, of the full-size Galaxie 500s ranged from $146 to $188 below the sticker price. Chevrolet dealers reported similar differences.

But note that these were the discounts granted in the spring when retail car prices tend to be high. Discounts usually are even larger in early fall.

In general you should be able to get 10 percent or more off on an intermediate, and 15 percent or more on a full-size car.

Of the new U. S. sub-compacts, Ford's Pinto is closest to Volkswagen in size and price, and is about three inches longer than the Volks 160 inches. Chevrolet's Vega is seven inches longer than the Pinto and costs about $200 more.

You can almost figure that American small cars cost about $1 a pound. The 2,000-pound small cars cost about $2,000.

SHANTY BANTER

"You can't think, you can't write, you can't punctuate, and you can't spell; and yet, you want to become an editor. Don't you realize your lack of talent makes it impossible for you to fill the shoes of an editor?"

"Yes, I can. I'll just do what all editors do."

"What's that?"

"Blame the printer."

•

"I clocked your speed at seventy miles per hour," growled the sheriff.

"But officer," pleaded the speedster, "I ain't been out for an hour yet."

•

Many foreigners have bid goodbye to the dollar.

And I, a poor American, still can't even get an introduction.

•

He waited calmly, patiently in line behind the supermarket checkout counter.

Finally, he could tolerate his waiting no longer. He shouted, "Watch it! I'm in a hurry," and pushed the basket straight into the line.

"Sir!" charged the woman in front of him, "You are no gentleman."

"I was for almost half an hour," he explained. "Now, I'm simply trying to act like a lady."

•

Some young ladies with brains go to college to earn a bachelor's degree.

Some young ladies with brains go to college to earn a bachelor's attention.

•

"Rodney proposed last night," she confided to her friend.

"Congratulations. Are you going to?"

"Not what he proposed."

Franklin flew a kite and discovered electricity.

Newton watched an apple fall and discovered gravity.

Watt observed a boiling kettle and discovered steam energy.

Well . . . I've flown kites, watched apples, and observed boiling kettles; I can't discover anything.

•

"My buddy, he taught me all I know," boasted the hip one.

"Like what's the most important thing he taught you?" asked the innocent kid.

"He taught me how to make the scene with grass, man."

"Oh," commented the innocent kid, "I think he should be put away in jail."

"He is."

•

"Hasn't your son learned to walk yet?" asked the teacher.

"Not yet," replied his mother. "He's just learned how to drive."

"There goes Wilson in to hit the boss up for a raise again!"

Two mature gentlemen were sitting in the park, relaxing—if that is possible—as they read the newspaper.

"You know," said one, "I told myself I would retire when I was 55."

"Did you?" asked the other.

"Nope. I kept the old nose to the grindstone until I was 75."

"Sorry?"

"Nope. I don't think I could have tolerated sitting in the park and reading this kind of news at 55."

•

"A fool and his money are soon parted," moralized the teacher.

Up shot the hand of the class wise one. "How come," he asked, "a fool and his money get together in the first place?"

"His father provides him with a weekly allowance," replied the teacher.

•

Never has so much pulchritude—look around and you'll see—been stuffed into so few strands of bathing suit to gather so much sunshine in areas of interest that truly require more protection and less exposure.

•

"How do you do, Miss Szlub," welcomed the handsome psychiatrist. "Lie down right here on the couch and tell me all about your problems."

"Can't," sobbed Miss Szlub.

"Why not?"

"That's how all my problems began."

•

"My wife is so smart," boasted the sweet man, "she can talk at great length about any subject you can mention."

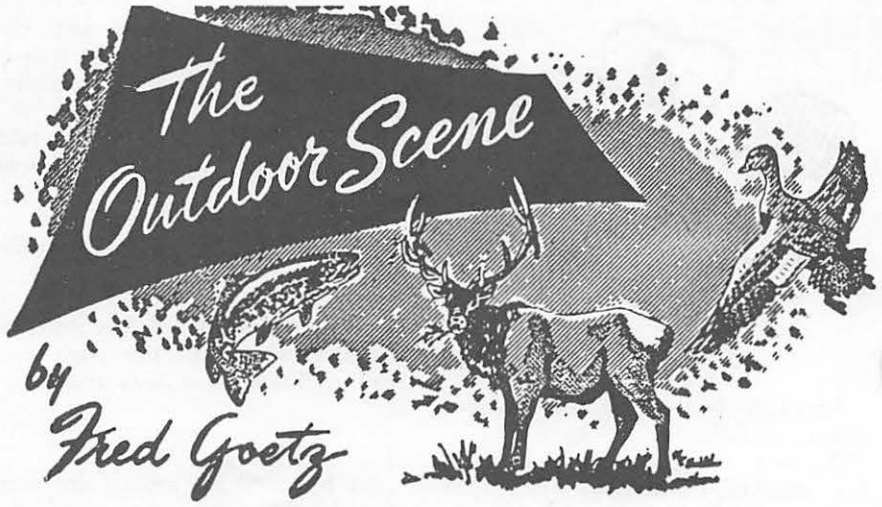
"My wife doesn't need a subject," replied the bitter man in an equally boastful tone.

•

The first day of school meant freshmen rushing around to sign up for classes.

One joker, lost on the huge campus, was late. "Hope you've still got enough room on this ark of learning," he laughed at the instructor.

"We always make room on this ark for an extra jackass," smiled the experienced instructor.



IT TAKES A YEAR FOR THE U.S. Environmental Protection Agency to analyze and tabulate reports from various State Fishery Agencies on the number of fish killed by pollution. Most recent one reveals an awesome and frightening, conclusion. An estimated 40.5 million fish were killed in 1969, the highest ever recorded.

From various reports I have on 1970's fish kill, it appears that last year's mark will be higher and I daresay each succeeding year even higher until drastic anti-pollution measures are instituted. It appears there are still too many industries, municipalities and agricultural concerns willing to bear the "modest fines" and "the shame of it," writing off both in the name of progress.

The aforementioned summary uncovers many careless and could-have-been-avoided acts but what continues to gripe and infuriate the citizenry is the complete lack of concern by a goodly percentage of violators who by the very nature of their acts, say: "Ah, the hell with it; dump the muck; let the fish die; who cares." Is that progress?

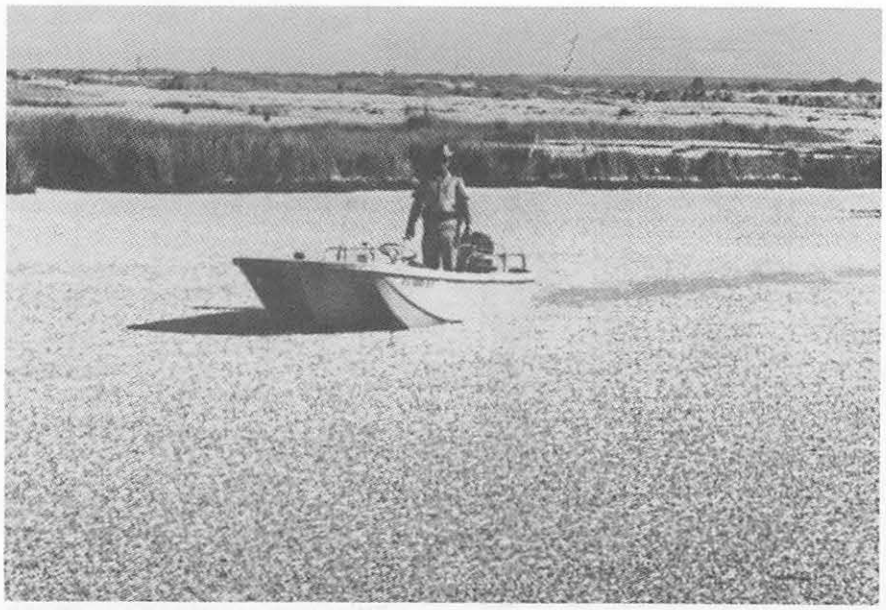
For instance: A pile of sawdust and coal slag were bulldozed into stream; sulphuric acid was released and 10,000 fish croaked. A derailed tank car was left overturned for three days; diesel fuel leaked into stream, over 30,000 fish died. Deicer from manufacturing plant entered stream through sewerage system; nearly 600,000 fish died as a result! A break occurred in plant's cyanide rinse system; deadly chemicals went down floor drains and into nearby stream and over 20,000 fish went belly up. Is that progress?

If it were simply a matter of replacing dead fish, there would be few problems; fish are very prolific creatures. What really worries us are the "hot fish" which do not die —right away. What happens if they absorb the poisonous substances into their flesh and blood stream and an unsuspecting angler brings them home? What happens if the consumer unknowlingly buys tainted fish from the stall and fish market? Is that progress?

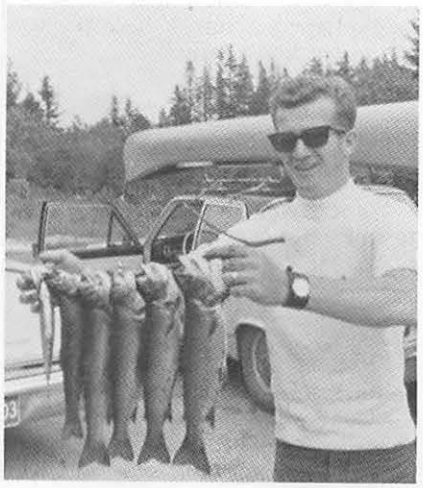
Fortunately, at present, the yearly fish toll represents but an infinitesimal percentage of the billions of healthy fish in our far-flung inland and offshore waters. There's still a countless number of good fishing waters but there are a few bad ones, particularly those near heavy industrialized areas. If you have any question about water purity, check with local Fish and Game officials. If you see flagrant violations of pollution statutes, report it. Large industries, even government agencies at all levels, are being sued by irate, environment-minded citizens groups—and in many instances they are winning. I trust that increased citizen action will persaude the polluters that "An ounce of prevention is worth a pound of cure." And that will really be progress.

* * *

It appears that "Brotherhood" anglers are fortunate inasmuch as more of their fishing takes place in out-of-the-way places, where the water is free and clear. One such report comes from Yvon C. Beauliers of Edmundston, New Brunswick, a signal mechanic for the Canadian National Railways for seven years and a member of Local 167. He writes:



What's wrong with this picture?
The fish are on top the surface, rather than underneath, over millions of menhaden killed in Escambia Bay, Florida by deoxygenation. (Photo by Mike Albertson, Pensacola Journal.)



"I'm sure you've heard of the Miramichi River, Fred, which, as you may know, is famous for its runs of Atlantic salmon. But as you can see from the photograph, it also has some excellent trout. I'm holding a willow-stringer of sea-run brook trout which I took late in June near the town of Junipea which is situated on the upper reaches of the Miramichi, a lovely stretch.

"This depicted stringer was taken in four hours of angling and the largest weighed 2 pounds 8 ounces. Largest I have ever taken was a 5 pounder but I was on hand when a 7 pound 10 ounce specimen was weighed.

"This far up river, the run of brookies usually reaches its peak the last week of June and a few weeks later the first major run of Atlantic salmon comes in."

* * *

Lead Signalman Roy A. Amundson of Beaverton, Oregon, an employe of Southern Pacific at their Brooklyn Shop in Portland, was successful on a jaunt to Alaska for moose, came back home with a two-

year old which he nailed about 50 yards from the bank of the Akew River near Yakatat. He didn't send a picture of the moose but did pass on one which graphically illustrates the wonderful salmon fishing thereabouts. He's pictured here with a few of the silver (Coho) he nailed, "almost one on every cast," he says.

Need a new fishing lure to start the season off? We'd be happy to trade one of the illustrated Bolo lures for a clear snapshot of a fishing or hunting scene—and a few words as to what the snapshot is about. Send it to:

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Please mention your local number. Offer is open to all members, members of the family and, of course, retired members.

How Other Papers See The News
Unions and Inflation

(An excellent letter to the editor emphasizing that unions are not to blame for inflation recently appeared in the Miami Herald. Excerpts follow.)

IT'S APPARENT THAT ONCE AGAIN THE FEDERAL GOVERNment is going to lay all the blame for our current inflationary period on the heads of trade unions. I have found that a great many people in this area believe the administration's claims that unions are inflationary by nature; that they are primarily responsible for inflation; and that they are headed by arrogant, self-seeking men who ignore the desires of the membership.

These charges just aren't so. Unions have not made any major contributions to inflation, nor are they run by any man that the members don't want.

There are many laws which govern the organization and conduct of union officials, especially in regards to the rights of members. Union democracy is a guaranteed right and each union must meet carefully designed requirements for conducting all elections and balloting. It is the members who select and elect one of their brothers to be their representatives. Only when the members no longer care to exercise their rights can a labor leader become corrupt, just as political leaders in our civil institutions.

AS TO THE charge that unions are responsible for the terrible economic morass in which we now find ourselves, let's examine a few of the federal government's monetary policies.

From 1948 to 1970 our foreign aid program has paid out $131 billion and the interest on that sum, which was borrowed, is $67 million. I will not bother to mention any figures on our total national debt with its staggering amount of interest. Or how military spending is accelerating beyond belief. Inflation is the direct result of the fiscal policy of the federal government, the slow increase of the money supply by the Federal Reserve Board, our national debt, and the increase of consumer credit buying.

The very idea of once again forcing wage guidelines upon labor is appalling. As long as these guidelines apply only to wages, the net effect on the economy will be a greater recession with continued inflation. Such wage controls must be complete and apply equally as well to corporate profits, dividends, management salaries and to prices. Since the wage controls proposed by the President offer no help against price increases, they will in no way help to stop or slow down inflation.

It is a fact that good, strong democratic unions, operating through the collective bargaining process with equally mature employers, produce profitable, stable contracts which benefit the economy of our nation, as well as providing sound economic benefits for the employes.

E. A. CHAPMAN

LOCAL LODGE NEWS

By, for and about B. of R. S. members

G. M. "Jerry" Claussen Honored on Retirement

Brother G. M. "Jerry" Claussen retired from railroad service with the Chicago, Milwaukee, St. Paul and Pacific Railroad signal department on June 30.

Brother Claussen was working as special signal maintainer in the signal repair shop at Tacoma, Washington at the time of his retirement.

He served as general chairman of the Milwaukee Lines West, Brotherhood of Railroad Signalmen, General Committee from 1946 to October 1969. Looking forward to retirement, Jerry did not seek re-election to the general chairman's office for another term but retained an active interest in the affairs of Local 4 until his retirement.

Prior to being elected general chairman, Jerry held the office of local chairman on the old Rocky Mountain and Trans-Missouri Divisions.

Brother Claussen was initiated into the Brotherhood of Railroad Signalmen in July of 1936 and has maintained continuous membership through the years. He had a withdrawal card from the Maintenance of Way organization at that time.

Jerry's service record on the Milwaukee covered 46 years, starting as a water boy in a section gang in July 1925. He then worked as a spike carrier and setter before transferring to the signal department in November 1935.

He started his signal service as a helper, was promoted to assistant signalman and signalman in 1938. In 1943 he moved to Drummond, Montana as signal maintainer, a position he held for 19 years.

In 1962 Jerry bid in a signalman's position at the signal repair shop in Tacoma, Washington and was promoted to the special signal maintainer position in 1967.

During the last five years he had charge of the signal repair shop and did an outstanding job developing new test procedures and equipment, repairing and testing relays, fabricating signal parts and wiring new instrument cases.

Working harmoniously with both management and fellow employes has earned Jerry great respect as a signal maintainer, a brother member and a union leader. He has many friends on both sides of the bargaining table.

On July 2, a coffee and cake Open House was held at the Tacoma signal shop in Jerry's honor. Many of Local 4 members and other railroad friends both active and retired were present. Mrs. Sovla, a clerk in the signal supervisor's office, joined other lady friends as hostesses, serving a lunch that included a retirement cake.

General Chairman A. R. "Andy" Bretschneider presented Brother Claussen with cards, letters and gift purse on behalf of Local 4's membership.

A generous collection was received from Jerry's many friends and presented to him by Signal Supervisor C. L. Inhouser.

Jerry was born and raised in Western Montana but stated he intends to make Tacoma his permanent residence. He said the people in Tacoma believe the hunting and fishing tales he tells about Montana. Home is 302 North Yakima Avenue, Tacoma, Wash. 98403.

The officers and members of Local 4 join Jerry's many friends in wishing their general chairman of 25 years many years of good health and happy retirement. They are sure Jerry's hidden smile will be missed by all.

ANDY BRETSCHNEIDER

General Chairman Andy Bretschneider, left, wished Brother Jerry Claussen many years of happy retirement and presented the former General Chairman with a purse on behalf of the members of Local 4.

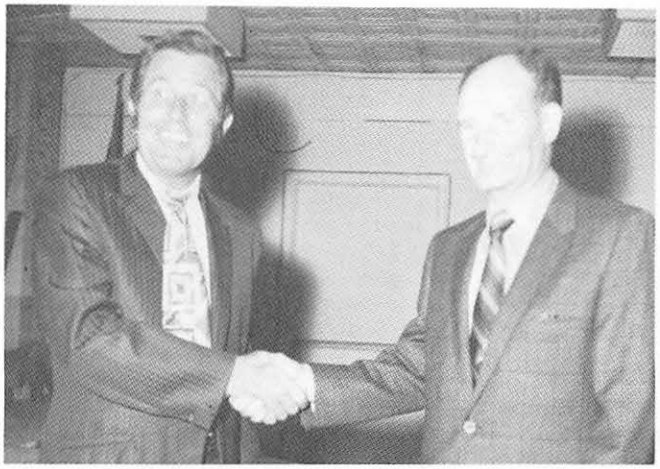
Chicago, Rock Island and Pacific

Kansas City, Mo. (78). The regular meeting of Local 78 was held in Kansas City on Saturday, July 31. Six members attended including retired member and former General Chairman A. E. Ketterman.

Local Chairman E. L. Rollings gave an interesting report on the claims and issues being handled by his office and Grand Lodge Representative G. F. Harper reported on the matters which he is handling.

Brother Ketterman stated he is about through painting his house and is looking forward to just resting.

Brother Harper reported that the current Wage and Fringe Benefits Movement is bogged down because carriers show no interest in negotiating a settlement. He said there had been practically no negotiations since our strike on May 17 and 18. He further stated that if a settlement is not reached by October 1, another strike would no



Brother Morgan Inman, left, replaced Brother Tom Killingbeck as General Chairman on the C.&O. Pere Marquette District on July 11. Brother Killingbeck resigned due to health but will remain active in Local 123's affairs.

Local 123 held a very interesting meeting on July 11. Many of the members attending the meeting are shown above on the steps of the Labor Temple in Lansing, Michigan.

doubt be called and if it is determined by the Executive Council to strike selective, the Rock Island could well be a strike target.

Brother Harper reported that he called on management to pay the backtime in one payment but the carrier declined his request. He pointed out that even though carrier cried poverty as the reason it could not pay the backtime in one payment, the Rock Island is a party to paying large daily sums to the railroads which were struck by the United Transportation Union.

We discussed the suggestion that a joint membership meeting of all Rock Island signal employes be held and it is the consensus that such a meeting is desirable because events which may occur in the immediate future need be discussed with the entire Rock Island membership. Brother Harper said he would discuss the proposed meeting with other locals and notify all the members accordingly if and when such meeting is called.

Our new general chairman challenges all members to get involved in Brotherhood affairs and one of the best ways this can be done is to attend your Local's meetings regularly. Hope to see all of you at the next meeting.

L. E. Case

Shown above are members who attended Local 185's quarterly meeting on July 11.

Kansas City Southern

Shreveport, La. (185). The regular second quarter meeting of Local 185 was held at the Holiday Inn, North, Shreveport, La. on Sunday, July 11. The meeting was called to order at 10:30 a.m. by Chief Signalman D. B. Swan. Seven members were present.

Grand Lodge Representative G. F. Harper, who serves as our general chairman, was present and gave a report on the matters he is handling which involve our members and the KCS. He also gave a report on the status of the current Wage and Fringe Benefits Movement and stated that subsequent to May 18 there had been little or no negotiations in that connection. He pointed out that carriers' failure to recognize the inequities in wage rates and working conditions of signalmen, and carriers' adamant position in not negotiating a correction, left little hope to avoid another strike.

Brother Harper called on all the members to protect the integrity of the agreement and to report any violations thereof to him.

It was brought out in the meeting that inspections and tests required by RS&I rules are not being timely made and that some maintainers have received instructions that such inspections and tests will be made or else. This matter is to be handled with management for clarification.

Brother D. B. Swan continues to be held out of service on physical disqualification by carrier's chief medical officer even though Brother Swan's personal doctor agrees he can return to duty. Brother Harper stated this issue is being

Members who attended Local 17's meeting in El Reno, Okla. on August 14 are shown above.

Members who attended Local 78's regular meeting on July 31 are: seated, left to right, L. E. Case and J. L. Snapp; standing, left to right, A. M. Smith, retired General Chairman A. E. Ketterman, J. J. Daily and Local Chairman E. L. Rollings.

handled through regular grievance procedures and he would now request that Brother Swan be examined by a neutral doctor. C. S. BLAIR, JR.

Baltimore & Ohio

Dayton, O. (94). The regular quarterly meeting was held on July 17 at the Pick-Fort Hayes Hotel in Columbus, Ohio. Thirteen officers and members were in attendance.

The minutes of the last meeting were read by the secretary and stood approved as read. Six new members were voted upon and accepted on a motion made by Brother J. A. Cobel, seconded by Brother F. M. Collier.

Reported on the sick list were: Brothers John Robinson, Tom Allen, E. E. Hartsough, N. W. Woolf, D. B. Hout and M. Fausnaugh.

There were no communications to be read. The financial report was read by Brother D. J. Hammond and accepted as read on a motion made by Brother G. H. Schmitz, seconded by Brother F. M. Collier.

Chief Signalman H. W. Rupp directed an inquiry to the special committee about the new revisions that are to be made in the by-laws. Due to the absence of Chairman G. J. Erford, committeemen J. A. Cobel and G. F. Hammond reported changes would be completed by the October meeting.

First Vice Chief of Local 94, C. B. Flesher, retired on June 4, 1971 from railroad service and is handing in his resignation effective immediately.

A testimonial dinner honoring former General Chairman, H. C. Guscott, will be held in Dayton, Ohio on September 11, 1971. Arrangements are being handled by General Chairman J. R. McDonald.

Meeting adjourned at 11:30 a.m.

Our next meeting will be held at the Washington Inn Hotel, 214 North Main Street, Washington Court House, Ohio, at 9:00 a.m. on October 16, 1971.

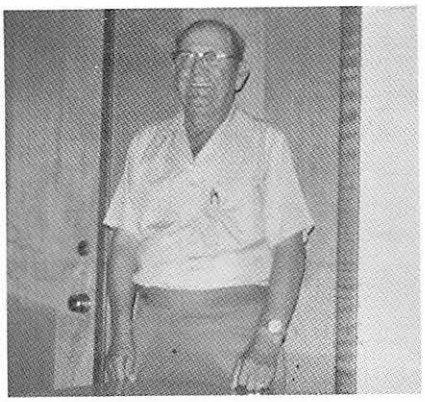
G. F. Hammond

Chicago, Rock Island and Pacific

El Reno, Okla. (17). The regular meeting of Local 17 was held at El Reno in the V.F.W. Building on August 14. Nine members were present including retired General Chairman R. A. Watkins.

Chief Signalman W. L. Stickley conducted the meeting and matters of interest were discussed.

Grand Lodge Representative G. F. Harper reported on the status of current Wage and Fringe Benefits Movement and stated that practically no progress had been made toward a settlement since our strike. He said if a settlement was not reached by October 1, we could expect to be called out on strike again.



Retired General Chairman R. A. Watkins at Local 17's meeting.

We discussed the suggestion that a joint meeting of all Rock Island signal employes be called at Kansas City. Brother Harper said he felt a need for such a meeting because unfavorable conditions which now exist on the Rock Island need correcting. He stated that President Chamberlain had indicated he would attend the meeting in the event one is called.

It was reported that some supervisors continue to perform work in violation of the agreement.

Brother Harper reported that he had recently inspected a bunk car assigned to Gang 4 in Tomball, Texas, and found the car and its furnishings in such deplorable condition that it is a disgrace for the Rock Island to expect signalmen to use it.

The general chairman brought to our attention that where adjoining maintainers perform in excess of twenty-five percent of the work load of a vacationing maintainer, when the position is not relieved, a time claim is in order for the entire vacation time of the vacationing maintainer.

Retired General Chairman Watkins reported he has been doing some fishing and all the big ones haven't been getting away.

Brother LaFoe invited all the members to his home for a delicious dinner following the meeting. Those who did not attend missed some real good eating as his wife, Mary, and daughter prepared some food that was out of this world.

Let's make our plans to attend the special meeting if and when one is called. M. W. KISER

Obituary

Thomas J. Noe, retired member of Local 79, Penn Central, passed away on August 15. He was 69.

Brother Noe went to work as an assistant signalman in 1926 and became a maintainer in 1927. He worked on the former Columbus Division of the Pennsylvania Railroad. Brother Tom held the office of local chairman from 1942 until 1967 and general secretary of the Pennsylvania General Committee from 1948 until 1968. He retired after 25 years of service on April 30, 1968.

Brother Noe is survived by his wife and three children to whom the officers and members of Local 79 extend their deepest sympathy. ED.

Joseph Nunn, member of Local 99, Galveston, Houston & Henderson Railroad and the Texas and New Orleans Railroad, passed away July 15, while on vacation in Vernell, Utah. He was 58.

Brother Nunn started his railroad career in 1935 as a signal helper. The last position he held was that of signal inspector at the Englewood Retarder Yard, Houston, Texas.

At the time of his death Brother Nunn was the General Chairman of Local 99.

He was a member of the Masonic Lodge Caledonia No. 68 and The Eastern Star in Columbus, Texas.

Surviving are his wife, Nannie Lou Nunn; and daughters, Roberta Nunn Kostka and Mona Nunn Warner, to whom the officers and members of Local 99 extend their deepest sympathy.

FRANK J. WHITE

Charles E. Barnett, Jr., member of Local 50, Penn Central, passed away after a long illness on June 26. He was 45.

Brother Barnett had not worked since December 31, 1968 because of a serious kidney ailment and had lived with the aid of an artificial kidney machine since January, 1969.

The officers of Local 50, through the Signalman's Journal, appealed to the members of the Brotherhood of Railroad Signalmen for aid in support of a trust fund. As a result, over $5300 was raised to purchase an artificial kidney machine for Brother Barnett's home.

Brother Barnett was born August 23, 1925 and started his railroad career in the P.R.R. signal department in April, 1950. He was working as a signal maintainer at Columbia, Pennsylvania when he took sick.

He was the son of the late Charles E. and Helen Greenawalt Barnett, Sr. His mother preceded him in death by four days.

He is survived by his wife, Sarah S.; sons: C. Michael, David L., John S., Jeffrey L.; and daughters, Sarah Ann and Linda S. Also surviving are a brother and two sisters to whom the officers and members of Local 50 extend their deepest sympathy.

E. E. RICHARDSON

William L. Pollock, retired member of Local 154, Great Northern Railroad Company, passed away July 28. He was 74.

Brother Pollock was a signal maintainer at Sauk Centre, Minn. when he retired in 1952, after completing 40 years of service. He was a member of the Sauk Centre Fire Department and retired from that organization in 1952. He was a member of St. Paul's Church.

Surviving are his wife, Marian; four children, fifteen grandchildren and one great grandchild, to whom the officers and members of Local 154 extend their deepest sympathy. ED.

Carl D. Howard, retired member of Local 94, Baltimore & Ohio Railroad, passed away August 1. He was in his middle 70's.

Brother Howard started with the B&O in 1939 and retired about seven years ago.

The officers and members of Local 94 extend their deepest sympathy to his wife, Velma; and surviving members of his family.

A. P. Weber

Jack C. Bogus, retired member of Local 24, Denver & Rio Grande Western Railroad Company, passed away July 13. He was 74.

Brother Bogus was a charter member of Local 24, which he helped to organize in 1929. Through the years he held every office in the local. He resigned from the position of financial secretary in 1961 and retired in August of 1965.

Jack worked as signal maintainer and signal foreman for 36 years on the D&RGW.

He is survived by his wife, Elsie; daughter, Mrs. G. T. Getz, Salt Lake City; and a son, Richard of Provo.

The officers and members of Local 24 extend their deepest sympathy.

B. L. Denison

Theodore R. Nye, member of Local 50, Penn Central, passed away June 6. He was 64.

Brother "Ted" was working as a cable man in Lancaster, Pa. at the time of his death.

The officers and members of Local 50, extend deepest sympathy to his wife and surviving members of his family. S. C. SUNDAY

Robert L. Werdt, member of Local 50, Penn Central, passed away June 10. He was 42.

Brother Werdt was working as a maintainer on the Enola Humps at the time of his death.

The officers and members of Local 50 extend their deepest sympathy to his wife and four children.

S. C. SUNDAY

T. L. "Tom" Humphrey, retired member of Local 119, Burlington Northern, Inc., passed away July 15. He was 72.

Brother Humphrey began his railroad career at the age of 16 with the Chicago, Burlington & Quincy Railroad, and retired as signal maintainer at Hudson, Colorado in 1962 after completing 48 years of service.

He is survived by his wife, Cecile, of Brighton, Colo., to whom the officers and members of Local 119 extend their deepest sympathy. W. W. LAUER

John E. Dillard, retired member of Local 89, Chesapeake & Ohio Railway, passed away in January. He was 76.

Brother Dillard was signal maintainer at South Fayette, W. Va., for years and held that position when he retired in 1957. He completed 34 years of service with the C&O.

The officers and members of Local 89 extend their deepest sympathy to the surviving members of his family.

LACY R. ANDERSON

George W. Matheney, Sr., retired member of Local 89, Chesapeake & Ohio Railway, passed away March 1. He was in his 70's.

Brother Matheney became a signal helper in 1908 and advanced to signal maintainer in 1910. He retired on disability in 1951 after completing 43 years of service. He lived in Deepwater, Florida for 50 years and was a member of Deepwater Baptist Church.

He is survived by his wife, Gipsy B; a son and two daughters, to whom the officers and members of Local 89 extend their deepest sympathy.

LACY R. ANDERSON

Oscar "Jerry" Pearson, retired member of Local 71, Louisville & Nashville Railroad, passed away June 22. He was 70.

Brother Pearson was a native of Warren County and worked for the Louisville & Nashville Railroad for 48 years before retiring in 1967. Most of his working years were spent in the signal department.

Surviving are his wife, Ella; daughter, Mrs. Eugenia Smith; and a brother and sister, to whom the officers of Local 71 extend their deepest sympathy.

ED.

CARD OF THANKS

We desire to thank all of you Signalmen and others for the many acts of kindness and expressions of sympathy shown during the illness and death of our beloved husband and father, Oscar "Jerry" Pearson.

MRS. OSCAR PEARSON
EUGENIA P. SMITH

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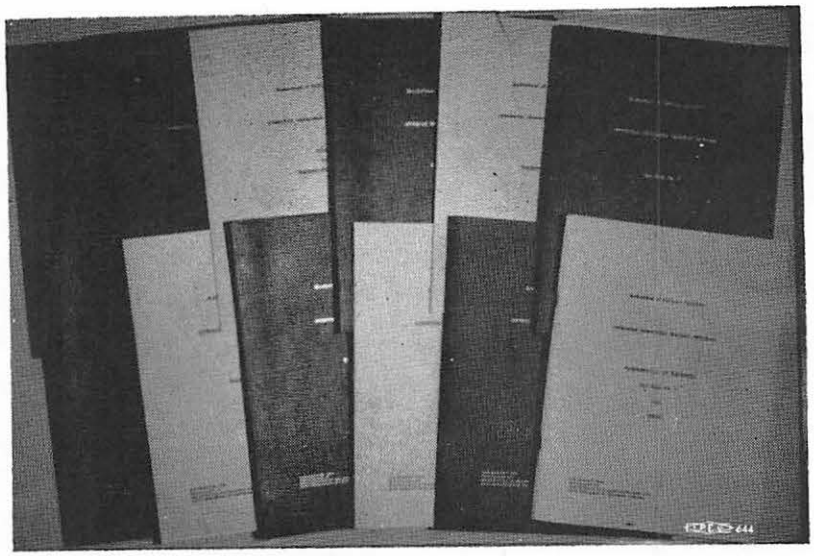

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